

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4337. 號六廿月五年七十七百八千一英

HONGKONG, SATURDAY, MAY 26, 1877.

日四十月四年丑丁

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E.C. BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DRACON & CO., 180 & 184, Leadenhall Street.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELON & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Fuzhou, HENDERSON & CO., Shanghai, LEE, CRAWFORD & CO., and KELLY & WALKER, Manila, C. HENDERSON & CO., Macao, L. A. DA GRAGA.

## Bank.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, \$500,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.  
Deputy Chairman—F. D. SASSOON, Esq.  
E. R. BELLING, Esq. WILHELM REINER, Esq.  
W. H. FORBES, Esq. Ed. TOBIN, Esq.  
A. MCLYNN, Esq.

#### CHINA MANAGER.

Hongkong, ... THOMAS JACKSON, Esq. Manager.

Shanghai, ... EWMEN CAMERON, Esq. LONDON BANKERS.—London and Country Bank.

## HONGKONG.

### INTEREST ALLOWED

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—  
For 6 months, 2 per cent. per annum.  
" 12 " 4 per cent. " "  
" 12 " 5 per cent. " "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, March 29, 1876.

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions from Dr. STOUT, to sell by Public Auction, on

### MONDAY,

the 28th May, 1877, at 2 o'clock p.m., at his Residence No. 1, Alexandra Terrace,—

The whole of his HOUSEHOLD FURNITURE, &c., comprising:—Crimson and Green Damask Covered Drawing-room Suites.

Blackwood Marble-top Tables. Gasaliers and Gas Brackets, Pier Glasses, Engravings, Carpets, Card Tables, and Skin Rugs.

Dining Table, Dinner, Dessert, and Breakfast Sets, Whatnots, Sideboard, Glass-ware, and Plated-ware.

Iron Bedsteads, Wardrobes, Chest of Drawers with Glass, English-made Writing Desk, Folding Chairs, Glass Book-case, Marble-top Toilet Table and Wash-stands.

&c., &c., &c.

One SEWING MACHINE and Stand. Catalogues will be issued, and the whole to be on view on and after Saturday, the 26th Instant.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, May 22, 1877. my28

### PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

### WEDNESDAY,

the 30th May, 1877, at Noon,—At the Premises lately occupied by Messrs BROADBENT, ANTHONY & Co.

THE GOOD-WILL of the Business of the late Firm of BROADBENT, ANTHONY & Co.

Terms.—Cash Only. On fall of the hammer in Bank Notes or Cheque. Hongkong, May 25, 1877. my30

## Auctions.

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

### WEDNESDAY,

the 30th day of May, 1877, at Noon, on Board,—

The Hulk "CHASE," lately used as the Gunpowder Depot, as she now lies in this Harbour, off STONE CUTTERS' ISLAND, with ONE ANCHOR and CHAIN.

TERMS OF SALE.—Cash on the fall of the hammer; and the Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, May 17, 1877. my30

### PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

### MONDAY,

the 11th June, 1877, (or Private Sale before the Day of Sale), at 2 p.m.—

The well-known Tavern called the "STAR TAVERN," situated in Queen's Road West, No. 200, with FURNITURE, FIXTURES, LIQUORS, &c., &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7.

J. M. GUEDES, JR., Auctioneer.

Hongkong, May 23, 1877. je11

## For Sale.

### FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DUKAKIS & Co.'s CLARETS and WHITE WINES.

STANTON & KENTISH'S PORTS and SHERRIES.

MOULON & Co.'s COGNACS, 1, 2, 3 Stars.

BLANCHY FRERES & Co.'s COGNACS.

JUSTUS LEMBEKE & Co.

Hongkong, April 9, 1877. jy9

### FOR SALE.

THE IRON SCREW STEAMER "ALBANY."

THE above Steamer was Built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYD'S, and for MACHINERY and BOILER were made by Messrs JAMES HENDERSON & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general Repairs in 1876, with New SAILS, RIGGING, and a complete outfit were supplied by the Hongkong and Whampoa Dock Company, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Afting Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigged.

CARGO CAPACITY.—About 9,000 piculs, or 826 tons Measurement (40 feet).

DRAFT.—Light 9 feet; Loaded 12½ feet.

SPEED.—Eight knots on consumption of 8½ to 9 tons of coals per 24 hours.

BUNKER CAPACITY.—75 tons coals.

CABIN.—Under Afting Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

### MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 26 inches, and Low Pressure Cylinder 40 inches in diameter; Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINCH.—One Steam Winch with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 8 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

### FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low Pressure, with Extra Surface Condenser and Tubular Boiler. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturgis, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

## For Sale.

### LANDED EX S. S. "SCINDIA," &c.

Mixed PICKLES. White ONIONS. PICCALILLI. CHOW CHOW. Assorted SAUCES. Potted MEATS. Anchovy PASTE. Yarmouth BLOATERS. Tinned VEGETABLES.

Wiltshire Preserved BACON. PATE DE FOI GRAS. CHAMPIGNONS. Worcester SAUCE. Kipperd HERRINGS. Fennel HADDOCKS. HERRINGS à la SARDINES. Oxford SAUCAGES. Mince MEAT.

WINE. Saccione's Pale Dry SHERRY. Hunt's PORT. King's CHAMPAGNE. Headrick's Do. Pomnery & Greno's Do. Sparkling & Still HOCK. Do. MOSELE.

CLARETS, in Great Variety, Bulk and Bottled.

BEER. Bass' PALE ALE, qts. Do. Do. Guinness' STOUT, qts. Do. Do. "Allsopp" "Bids. Draught PORTER. Aitken's Falkirk ALE. Combe & Co.'s STOUT.

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Wiltshire Preserved BACON. PATE DE FOI GRAS. CHAMPIGNONS. Worcester SAUCE. Kipperd HERRINGS. Fennel HADDOCKS. HERRINGS à la SARDINES. Oxford SAUCAGES. Mince MEAT.

WINE. Saccione's Pale Dry SHERRY. Hunt's PORT. King's CHAMPAGNE. Headrick's Do. Pomnery & Greno's Do. Sparkling & Still HOCK. Do. MOSELE.

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## Intimations.

### THE UNION MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above Company at HONGKONG and FOCHOW, are prepared to accept Risks and Issue Policies by any First-Class Steamers, at current rates, Payable either here, in London, in Liverpool, or at the principal Ports of India and the East.

BIRLEY & Co., Agents. Hongkong, May 21, 1877. au22

## NOTICE.

THE ANNUAL MEETING of the VICTORIA RECREATION CLUB will be held at the VICTORIA RECREATION CLUB HOUSE on THURSDAY, the 31st Instant, at 5 o'clock p.m.

H. E. WODEHOUSE, Hon. Sec., V. R. C. Hongkong, May 24, 1877. my31

## THE CURRENCY MEMORIAL

to His EXCELLENCY JOHN POPE HENNESSY, LIEUTENANT-GOVERNOR OF HONGKONG.

IN Brief, the Memorial draws attention to the unsatisfactory state of the Currency, and requests that no Legislation may be made which would jeopardize or postpone the advent of a clean, undebased British Dollar for Hongkong, which it is understood that every one in the Colony, Native as well as Foreign (the Shroffs alone excepted) earnestly desires.

The original Memorial, to which have been attached the Signatures of over 150 Bankers, Merchants, Professional Men, Engineers, Manufacturers, Traders, and others, lies at the Office of Messrs SHARP & Co., Bank Buildings, where Printed Copies also lie for Signature at several of the Banks, Clubs, Stores, and Hotels.

Copies also lie for Signature at several of the Banks, Clubs, Stores, and Hotels.

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## INSURANCES.

**THE CHINA FIRE INSURANCE COMPANY, LIMITED.**  
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.  
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1871.

**LANOASHIRE INSURANCE COMPANY.**

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coal in Molechies, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to  
**ARNHOLD, KARBURG & Co.**  
Agents Hongkong & Canton.  
Hongkong, January 4, 1867.

**ROYAL INSURANCE COMPANY.**

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.

**CHINESE INSURANCE COMPANY.**

(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYMPHANT & Co.,  
General Agents.

Hongkong, April 17, 1873.

**QUEEN FIRE INSURANCE COMPANY.**

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

**NORTH BRITISH & MERCANTILE INSURANCE COMPANY.**

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

**THE LONDON ASSURANCE.**

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at current rates. A discount of 20% allowed.  
Life Department.  
Policies issued for sums not exceeding \$5,000 at reduced rates.

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, July 26, 1872.

**MANCHESTER FIRE ASSURANCE COMPANY.**

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.  
A Discount of 20% allowed.

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, January 8, 1876.

**MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.**

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,  
Agents.

Hongkong, October 14, 1869.

## Mails.

**Occidental & Oriental Steam-Ship Company.**

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S. S. "OCEANIC" will be despatched for San Francisco via Yokohama, on MONDAY, the 28th May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.  
Freight will be received on Board until 4 p.m. of the 27th inst. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.  
For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.  
Hongkong, May 15, 1877. my28



STEAM FOR Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London Direct; Also, Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship GUALIOR, Captain J. C. BASOR, will leave this on SATURDAY, the 2nd June, at Noon.

For further Particulars, apply to A. LIND, Superintendent.  
Hongkong, May 23, 1877. j62

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.  
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer ALASKA, will be despatched for San Francisco, via Yokohama, on FRIDAY, the 15th June, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passengers Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bussan Kaisha Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.  
At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.  
For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 3, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, May 23, 1877. j615

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.

Containing from 12 to 24 columns of closely printed matter.

Subscription, 50 cents per Copy (postage paid 50 cents.) \$12 per annum (postage paid \$12.50.)

Orders should be sent to GEO. MURRAY BAIN, China Mail Office, 2, Wyndham Street, not later than the evening before the departure of the English Mail Steamer.

Terms of Advertising, same as in Daily China Mail.

## To Let.

TO LET.

THE Dwelling House and Offices No. 1, D'Aguilar Street, lately in the occupation of Messrs DOUGLAS LAFAIR & Co. The Dwelling House No. 1, Alexandra Terrace. Possession from the 1st June next.

Apply to DOUGLAS LAFAIR & Co. Hongkong, May 16, 1877.

TO LET.

N. O. 3, PRYOR TERRACE, ELGIN STREET, with Immediate Possession.

Apply to LANE, CRAWFORD & Co. Hongkong, February 7, 1877.

TO LET.

HOUSE No. 10, Albany Road, at present occupied by the Rev. R. H. KIM, Blanes Villa, Pok-fo-jum, Furnished.

DAVID SASSOON, SONS & Co. Hongkong, February 15, 1877.

TO BE LET.

THE Premises No. 39, Queen's Road, late in the occupation of THE BORNEO COMPANY, LIMITED.

Apply to TURNER & Co. Hongkong, May 10, 1877.

TO LET.

FIRST FLOOR of No. 31, QUEEN'S ROAD CENTRAL. Three Rooms. Over ARKING & Co.'s Furniture Store. Immediate Possession.

Apply to HONGKONG, May 8, 1877. H.

## Intimations.

AFONG, PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Radnorshire a supply of very handsome Real Albums of Russia and Velvet Covers, assorted sizes. Illustrated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 28, 1877.

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AFONG, PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA,

Wyndham Street, formerly ATHLETIC CLUB,

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Hongkong, March 28, 1877.

## Intimations.

AFONG, PHOTOGRAPHER,

by appointment, to H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;

and to H. L. H. THE GRAND DUKE ALEXIS OF RUSSIA,

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Hongkong, March 28, 1877.

## Intimations.

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Prescriptions Dispensed with Carefulness, and Prompt Attention.

PRAYA WEST, HONGKONG, Near the Canton Steamer's Wharf. Hongkong, July 13, 1876.

THE CHINESE MAIL.

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TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent "Notes" insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. It will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

OHUN AYIN, Manager. Hongkong, February 23, 1874.

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"THE CHINA REVIEW,"

No. 3, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Chinese Natural Theology.

Notes on Chinese Grammar.

Deer-Stalking in China (Continued from page 224.)

Chinese Etymology, with a List of Primitive and Key to Shwo-Wan.

Brief Sketches from the Life of K'ung-ming.

On the Twenty-eight Constellations.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.

The "King Kiao" or Nestorian Religion.

The Shan of the King of Chu.

Tonio Sola Notation in China.

Rats a Delicacy.

Domestic Torture.

Do. Do.

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LOG BOOKS,

WILLS,

&c., &c., &c.

China Mail Office, 2, Wyndham Street, (Back of Club).

## Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of Notes & Queries on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

THE CHINA REVIEW, or Notes and Queries on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.



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PREPARED EXPRESSLY FOR THE PATENT KNIFE  
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CLEANED WITH IT HAVE A BRILLIANT POLISH EQUAL  
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3mr77 1w 52t 2mr78

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Sir Samuel Baker, in his work entitled "The Nile Tributaries in Abyssinia," says, "I ordered the druggist Mahomet to inform the Fakay that I was a Doctor, and that I had the best medicines at the service of the sick, with advice gratis. In a short time I had many applicants, to whom I served out a quantity of Holloway's Pills. These are most useful to an explorer, as possessing unmistakable purgative properties they create an undeniable effect upon the patient, which satisfies him of their value."

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19176 1w 52t 19177

Intimations.

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CHLORODYNE**

(Ex Army Med. Staff)  
IS THE ORIGINAL AND ONLY  
GENUINE.

CAUTION.—Vice-Chancellor Sir W. P.  
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undoubtedly the inventor of Chlorodyne,  
that the story of the Defendant, Freeman,  
being the inventor had been sworn to  
which he regretted had been sworn to  
Eminent Hospital Physicians of London  
stated that Dr. J. Collis Browne was the  
discoverer of Chlorodyne; that they pre-  
scribe it largely, and mean no other than  
Dr. Browne's.—See Times, July 12, 1864.

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Remedial uses and action.

This invaluable remedy produces quiet,  
refreshing sleep, relieves pain, calms the  
system, restores the deranged functions,  
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those unpleasant results attending the use  
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good effects and wonderful cures, while  
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following diseases:—

Diseases in which it is found eminently  
useful—Cholera, Dysentery, Diarrhoea,  
Colic, Coughs, Asthma, Rheumatism,  
Neuralgia, Whooping Cough, Cramp, Hys-  
teria, &c.

The Right Hon. Earl Russell communi-  
cated to the College of Physicians and J. T.  
Davenport that he had received informa-  
tion to the effect that the only remedy of  
any service in Cholera was Chlorodyne.—  
See Lancet, Dec. 31, 1864.

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Inland Revenue.

21ap77 1w 26t 20ap77

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The Best Remedy For

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Indigestion.

And the best Mild Aperient for Delicate  
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LEA AND PERRINS' WORCESTERSHIRE SAUCE,  
Fresh supplies of the above, and numerous  
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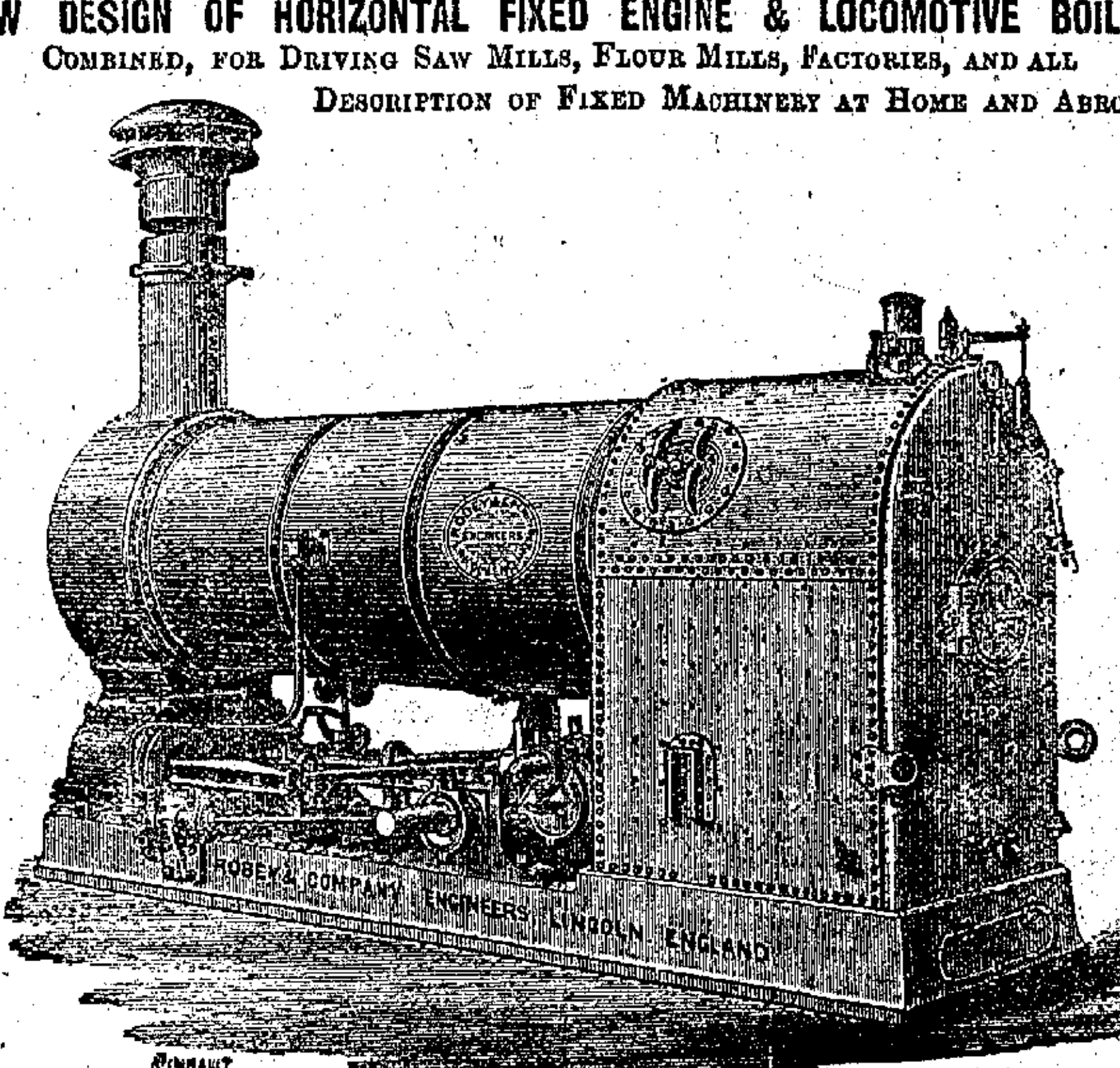
In consequence of spurious imitations of  
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which are calculated to deceive the Public, Lea and Perrins  
have adopted A NEW LABEL, bearing their Signature,  
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which is placed on every bottle of WORCESTERSHIRE  
SAUCE, and without which none is genuine.  
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RIMMEL'S TOILET VINEGAR.  
A pleasant tonic and refreshing adjunct  
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and all other odours, of the finest quality only.

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a most fragrant Perfume distilled from the  
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a very refreshing Wash which stimulates  
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motes the growth of the hair.

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OF LAVENDER,**  
a powerful Perfume distilled from the  
finest flowers.

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VIOLET POWDER, MACASSAR OIL,  
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and of the Manufacturers  
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COLOGNE—LAVENDER  
WATER.

PRIZE MEDALS—LONDON, PARIS, VIENNA,  
CORDOVA, LIMA, PHILADELPHIA.

Sold by all first-class dealers throughout  
the World.

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24, Old Bond-street, London.

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—"A White Rose on a Golden Lyre,"  
printed in seven colours.

6may77 1

**BUGS, FLEAS, MOTHS,  
BEETLES,**  
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**KEATING'S INSECT DESTROYING  
POWDER**

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Sold in tins 1s. and 2s. 6d. each, by THOMAS  
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and all Chemists. The 1s. tin is so made  
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them, and will be found a great improve-  
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troubled by those pests. It is perfectly  
clean in application.

Sold in Tins and Bottles, by all Druggists.

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**Bon Bons or Worm Tablets,**

A purely VEGETABLE SWEETMEAT, both in  
appearance and taste, furnishing a most  
agreeable method of administering the only  
certain remedy for Intestinal or Thread  
Worms. It is a perfectly safe and mild  
preparation, and is especially adapted for  
children.

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Mr. KEATING, Medical Hall,  
Gildersome, Nov. 28th, 1876.

Dear Sir,—I think it nothing but my  
duty to inform you of the immense sale I  
have for your Worm Tablets, which I may  
justly say is enormous, and in every case  
gives the greatest satisfaction. I have now  
in stock two bottles containing the Round  
Worm brought me during the last few days  
by customers, one Worm 40 yards long. I  
dare not be without the remedy.—Yours  
respectfully,

**M. A. WALKER.**  
Sold in Bottles, by all Chemists and  
Druggists.

Proprietor—THOMAS KEATING,  
London.

REWARD AND CAUTION.—Whereas I am  
informed fraudulent imitations of this un-  
surpassed remedy have been sold, I hereby  
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the same to communicate with me, and on  
conviction of the offender a liberal reward  
will be paid.

7ap77 1w 26t 30sep77

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BRANDY.**

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sumers should be careful to see that they  
obtain the genuine article with our Brand,  
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Agents: MATTHEW CLARK & Sons, 72,  
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MARTELL & Co.  
31mr77 1w 52t 30mr78

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**FAIRBANKS, BROWN & Co.**  
BOSTON, MASS.

31mr77 1w 6m 29sep77

**ASTHMA & CHRONIC BRONCHITIS.**  
The most effectual remedy will be  
found to be

**Datura Tatula,**  
Prepared in all forms, for smoking and  
Inhalation, by

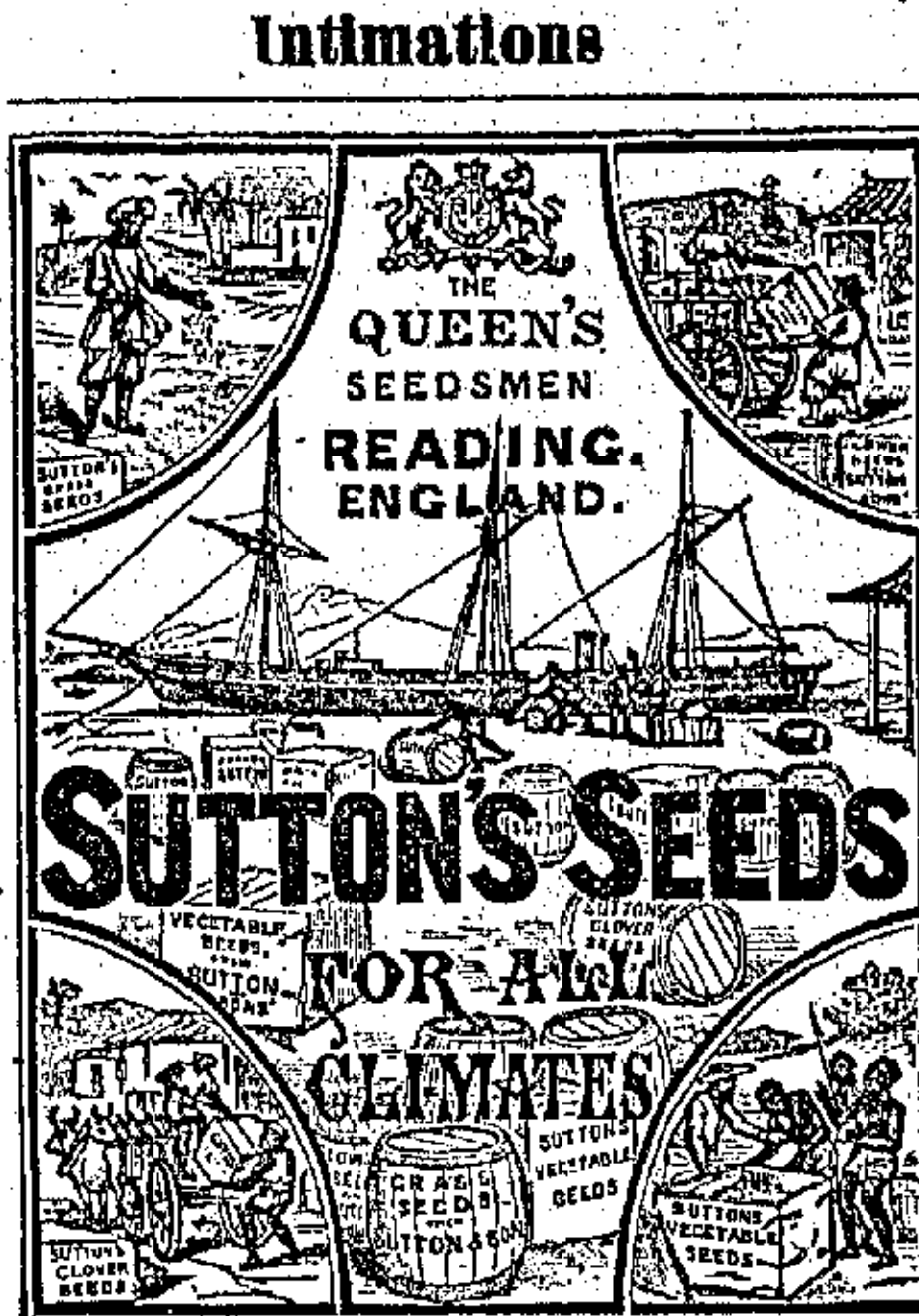
**SAVORY & MOORE,**  
143, NEW BOND STREET, LONDON,  
and sold by them, and all Chemists and  
Storekeepers throughout the World.

17ja.78 2

**Mr. Andrew Wind,**  
News Agent, &c.

4138, NASSAU STREET, NEW YORK;  
is authorised to receive Subscriptions, Ad-  
vertisements, &c., for the China Mail,  
Overland China Mail, and China Review.

28ap78 6m 10ap77 14ap79



PACKED BY MESSRS.  
**SUTTON'S IMPROVED SYSTEM**  
Which ensures their arrival in dry  
and fresh condition.

Complete Catalogues may be had at the  
Office of this Paper, or from  
**SUTTON & SONS, THE QUEEN'S SEEDSMEN,**  
Reading, near London, England.  
N.B.—Remittances or their equivalent must  
accompany every order.

3mc77 1m 1y 3mc78

Protected by Royal Letters Patent.  
Dated October 11th, 1869.

**DR. BRIGHT'S PHOSPHODYNE**

The New Curative Agent, and only Re-  
liable Remedy for Nervous and Liver  
Complaints.

This Phosphodyne combination is pronounced by  
the most eminent members of the Medical Pro-  
fession to be unequalled for its power in replen-  
ishing the vitality of the body, by its supplying  
all the essential constituents of the blood and  
nerve substance, and for developing all the powers  
and functions of the system to the highest degree.  
It is agreeable to the public taste, innocent in  
its action, while retaining all its extraordinary  
properties; and as a specific, surpassing all the  
known therapeutic agents of the present day for  
the speedy and permanent cure of—Nervous  
Prostration, Liver Complaints, Palpitation of the  
Heart, Dizziness, Nausea in the Head and Stomach,  
Loss of Energy and Appetite, Hypochondria,  
Female Complaints, General Debility, Indiges-  
tion, Flatulence, Incapacity for Study or Busi-  
ness, Sick Headache, Lassitude, Shortness of  
Breath, Trembling of the hands and limbs, Im-  
paired Nutrition, Mental and Physical Depression,  
Consumption (in its first stages only), Timidity,  
Eruptions of the Skin, Impaired Sight and  
Memory, Nervous Fancies, Impoverished Blood,  
Nervous Debility in all its Stages, Frigidity  
Decline, and all morbid conditions of the sys-  
tem arising from whatever cause. The action of  
Phosphodyne is twofold—on the one hand in-  
creasing the principle which constitutes nervous  
energy, and on the other the most powerful blood  
and flesh generating agent known; therefore, a  
marvellous medicine for renovating impaired and  
broken-down constitutions. It quickly improves  
the functions of assimilation to such a degree,  
that where for years a constant state of an-  
xieties, and mental and physical depression ex-  
isted, the flesh will rapidly increase in quantity and  
firmness, and the whole system return to a state  
of robust health. The Phosphodyne acts elec-  
trically upon the organisation; for instance, it  
assists nature to generate that human electricity  
which renews and rebuilds the osseous, muscular,  
nervous, membranous, and organic systems. It  
operates on the system without exciting any  
thought upon the individual as to the process.  
It moves the lungs, liver, heart, kidneys, stomach,  
and intestines, with a harmony, vigour, yet  
mildness unparalleled in medicine.

The Phosphodyne gives back to the human  
structure, in a suitable form, the phosphorus or  
animating element of life, which has been wasted,  
and exerts an important influence directly  
on the spinal marrow and nervous system, of a  
nutritive, tonic, and invigorating character,  
maintaining that buoyant energy of the brain and  
muscular system which renders the mind cheer-  
ful, brilliant, and energetic, entirely overcom-  
ing that dull, inactive, and sluggish disposition  
which many persons experience in all their  
actions.

The beneficial effects of the Phosphodyne are  
frequently shown from the first day of its ad-  
ministration, by a remarkable increase of nervous  
power, with a feeling of vigour and comfort, to  
which the patient has long been unaccustomed.  
Digestion is improved; the appetite increases  
wonderfully; the bowels become regular; the  
eyes brighter; the skin clear and healthy; and  
the hair acquires strength, showing the impor-  
tance of the action of the Phosphodyne on the  
organs of nutrition.

Finally, the Phosphodyne maintains a certain  
degree of activity in the previously debilitated  
nervous system; it enables all debilitated  
organs to return to their sound state and perform  
their natural functions. Persons suffering from  
Nervous Debility, or any of the hundred symp-  
toms which this distressing disease assumes, may  
rest assured of an effectual and even speedy cure by  
the judicious use of this most invaluable remedy.

**DR. BRIGHT'S PHOSPHODYNE**  
is sold only in Cases at 10s. 6d. by all  
Chemists and Patent Medicine Vendors  
throughout the Globe.

Full Directions for Use, in the English,  
French, German, Italian and Dutch Lan-  
guages, accompany each Case.

**CAUTION.**—The large and increasing  
demand for Dr. Bright's Phosphodyne has  
led to several imitations under somewhat  
similar names; purchasers of this medicine  
should therefore be careful to observe that  
each case bears the English Government  
Stamp, with the words Dr. Bright's Pho-  
sphodyne engraved thereon, and that the  
same words are also blown in the bottle.

Agents for—  
Hongkong, Messrs WATSON & Co.  
Shanghai, " " WATSON, CLAY & Co.  
Export Agents,  
**NORTON, WATNEY & Co.,**  
107, Southwark Street,  
London, S.E.

28ap78 6m 10ap77 14ap79



## Intimations.

## NOTICE.

LONDON & ORIENTAL STEAM  
TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has  
This Day been Transferred to THE  
MARINE INSURANCE Co., of 20, OLD  
BROAD STREET, LONDON.

By Order of the Proprietors,  
**WILLIAM HUNT,**  
Secretary.  
137, Leadenhall Street,  
LONDON,  
1st January, 1877.

THE MARINE INSURANCE Co.  
20, Old Broad Street,  
LONDON,  
1st January, 1877.

ESTABLISHED 1836.  
CAPITAL, £1,000,000 STERLING.  
RESERVE FUND, £340,000

WITH Reference to the foregoing Adver-  
tisement THE MARINE INSUR-  
ANCE Co. has This Day taken over the  
Business of the LONDON & ORIENTAL  
STEAM TRANSIT Co., and has Appointed  
Mr A. McIVER as its AGENT in Hong-  
kong.

By Order of the Board of Directors,  
**ROBERT J. LODGE,**  
Manager.

THE Undersigned is prepared to Accept  
Risks and issue Policies on behalf of the  
MARINE INSURANCE Co. by any First Class  
Steamer.

A. McIVER,  
Agent of the Marine Insurance Co. of  
London.

Hongkong, February 16, 1877. au17

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

ROSINA, American 3-m. schooner, Capt.  
C. W. Hansen.—Arnhold, Karberg & Co.  
ROSETTA, American barque, Captain  
Brown.—Vogel, Hagedorn & Co.  
NYASSA, British ship, Captain W. S.  
Garriock.—Douglas Lapraik & Co.  
TULLOCHGORM, British 3-m. schooner,  
Captain Mason.—Wieder & Co.  
HANNAH LAW, British ship, Captain R.  
Greig.—P. & O. S. N. Co.  
VISTA, German barque, Captain R.  
Dirks.—Melchers & Co.  
HANNAH & MARY, British barque, Capt.  
A. Smith.—Order.  
TWEEDBURY L. SWEAT, American barque,  
Captain Wm. Griffin.—Meyer & Co.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. KASHGAR.

CONSIGNEES of Cargo by the above-  
named Vessel, from Bombay and  
Intermediate Ports, and in connection with  
the BOKHARA and PHIBET from Lon-  
don, and PESHAWAR from Calcutta,  
are hereby notified that their Goods are  
being landed and stored at their risk in the  
Company's Godowns, at West Point, whence  
delivery can be obtained from this date.  
Goods not delivered by the 26th instant  
will be subject to rent.

Optional Cargo for Shanghai will be for-  
warded on by following Steamer unless  
applied for by the Consignees before Noon  
To-morrow.

ADAM LIND,  
Superintendent.

Hongkong, May 20, 1877. my27

## NOTICE TO CONSIGNEES.

THE BRITISH SHIP CARRIAGES,  
FROM LONDON.

CONSIGNEES of Cargo by the above-  
named Vessel are requested to send in  
their Bills of Lading to the Undersigned for  
counter-signature, and to take imme-  
diate delivery of their Goods.  
Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

MEYER & Co.

Hongkong, May 10, 1877.

## BARQUE HOPE, FROM LONDON.

THIS Vessel having arrived, Consignees  
of Cargo are requested to send in their  
Bills of Lading to the Undersigned for  
counter-signature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

DOUGLAS LAPRAIK & Co.,  
Agents.

Hongkong, May 20, 1877.

## BARQUE CHINAMAN, FROM LONDON.

THIS Vessel having arrived, Consignees  
of Cargo are requested to send in their  
Bills of Lading to the Undersigned for  
counter-signature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

DOUGLAS LAPRAIK & Co.,  
Agents.

Hongkong, May 21, 1877.

CONSIGNEES of Cargo per German  
Barque CAURA, Thiergen, Master,  
from HAMBURG, are requested to take  
immediate delivery of their Goods from  
alongside.

Cargo impeding the discharge will be  
landed and stored at Consignees' risk and  
expense.

Bills of Lading will be counter-signed by  
WM. FUSTAU & Co.,  
Agents.

Hongkong, May 22, 1877.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

GERMAN BARQUE IRIS, FROM  
HAMBURG.

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send  
in their Bills of Lading to the Undersigned  
for counter-signature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

ARNHOLD, KARBERG & Co.,  
Agents.

Hongkong, May 19, 1877.

## To-day's Advertisements.

FROM LONDON, PENANG AND  
SINGAPORE.

THE S. S. Elgin, having arrived from  
the above Ports, Consignees of Goods  
by her are hereby informed that their Cargo  
is being landed at their risk by the Undersigned  
and stored in their Godowns, whence  
and/or from the Wharf or Boats delivery  
may be obtained.

Optional Cargo will be sent on to Japan  
unless notice to the contrary is given before  
2 p.m. To-day.

Goods remaining undelivered after the  
2nd Proximo will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be counter-signed by  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, May 26, 1877. je2

## NOTICE TO CONSIGNEES.

## THE BRITISH SHIP WESTERN

## CHIEF, FROM LONDON.

CONSIGNEES of Cargo by the above-  
named Vessel are requested to send in  
their Bills of Lading to the Undersigned  
for counter-signature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

MEYER & Co.,  
Agents.

Hongkong, May 26, 1877. je2

## COMPAGNIE DES MESSAGERIES

## MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

## SAIGON, SINGAPORE, BATAVIA,

## POINT DE GALLE, ADEN, SUEZ,

## ISMAILIA, PORT SAID, NAPLES,

## AND MARSEILLES;

## Also,

## BOMBAY, MAHE, ST. DENIS, AND

## PORT LOUIS.

ON SATURDAY, the 9th June,  
1877, at Noon, the Company's  
S. S. AYA, Commandant HERNANDEZ,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for  
the principal places of Europe.

Shipping orders will be granted till noon,  
Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m.  
on the 8th June, 1877. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

H. DU POUY,  
Agent.

Hongkong, May 26, 1877. je9

## DENTAL NOTICE.

ON and after the 28th of May, Dr.  
STOUT'S Consulting and Operating  
ROOMS will be on the Ground Floor of  
the HOTEL DE L'UNIVERS.

Hongkong, May 26, 1877.

## A THOROUGH CORRESPONDENT

## AND ARITHMETICIAN Desires an

## ENGAGEMENT.

"Activity," care of this Office.

Hongkong, May 26, 1877.

## SHIPPING.

## ARRIVALS.

May 25, Capilla, Swedish barque, 307,  
M. A. Andersen, Swatow May 24, Ballast.

## DEPARTURES.

May 26, Yesso, British steamer, 550,  
S. Ashton, Foochow May 23, Amoy 24,  
Swatow 25, General.—DOUGLAS LAPRAIK  
& Co.

May 26, Western Chief, British ship, 750,  
Hewer, London Nov. 28, and Dover Dec.  
16, General.—MEYER & Co.

May 26, Emerald, British steamer, 395,  
E. Thebaud, Amoy May 24, General.—  
A. McG. HEATON.

May 26, Taiwan, British steamer, 408,  
M. Young, Tamsui May 23, and Amoy 25,  
General.—DOUGLAS LAPRAIK & Co.

May 26, Amoy, British steamer, 814,  
Drews, from Shanghai, General.—SINUS  
SEN & Co.

## DEPARTURES.

May 26, America, for Cebu.  
26, Emerald (barque), for Manila.  
26, Bonita, for Haiphong.

26, Morning Star, for Shanghai.  
26, Fuyeu, for Shanghai.  
26, Meikang, for Marseilles, &c.

26, Numeo, for Capat Port.  
26, Alphonso, for Tournon.  
26, Onward, for Newchwang.

26, Nyassa, for London.  
26, Tejo, Fortu, gunboat, for Macao.  
26, R.M.S. Aspic, for Macao.

26, W. H. Deila, for San Francisco.

## OLEARN.

Montgomeryshire, for Saigon.  
Villa de Rivas, for Manila.  
Pintshire, for Saigon.

## PASSENGERS.

Arrived.

Per Yesso, from Coast Ports, Mr H. R.  
Kinneat.

Per Taiwan, from Amoy, Mr E. Pye, and  
2 Chinese deck.

Per Emerald, from Amoy, 145 Chinese  
deck.

## PASSENGERS.

## DEPARTED.

Per Meikang, for Saigon, Mr Benoit:  
Singapore, Mr T. T. Riechmann; for Cal-  
cutta, Mr Sheppard; for Marseilles, Messrs  
Pichon, W. A. Smith, Kinneat, du Mor-  
tier, August Hill, Hooburg, Hoosak,  
Byrna, and Vally.—From Shanghai: for  
Marseilles, Mr O. M. Matzen.—From Yoko-  
hama: for Marseilles, Mr Piquet, and Mrs  
Beguene; for Batavia, Mrs Wachtels and  
4 children; for Saigon, Mrs Jau, Messrs  
Monot, Courah, and Sokitehl.

Per Numeo, for Coast Ports, 4 Euro-  
peans, and 100 Chinese.

Per Bonita, for Haiphong, 18 Chinese.  
Per Fuyeu, for Shanghai, 80 Chinese.  
Per Alphonso, for Tournon, 2 Chinese.  
Per Onward, for Newchwang, 2 Chinese.  
Per W. H. Deila, for San Francisco, 229  
Chinese.

## TO DEPART.

Per Montgomeryshire, for Saigon, 30  
Chinese.

Per Pintshire, for Saigon, 100 Chinese.

## SHIPPING REPORTS.

The Swedish barque Capilla reports:  
Had strong E.N.E. winds throughout.

The British ship Western Chief reports:  
Had very heavy weather first part of  
passage until getting the N.E. trades.  
After which mostly light winds and fine  
weather.

The British steamer Emerald reports:  
Moderate N.E. winds and fine weather  
throughout.

The British steamer Taiwan reports:  
First part light steady winds and rain,  
latter part strong N.E. winds and cloudy.

In Amoy: H. M. S. b. Hornet, Mrs. Pearl,  
Hollywood, Hwai Xuen, and Ajax.

The British steamer Yesso reports: Foo-  
chow to Amoy, heavy weather with light  
variable air and rain throughout. Amoy  
to Swatow, fine clear weather with moder-  
ate N.E. wind. Swatow to Hongkong,  
cloudy weather with light Easterly winds.

In Koochow: S. S. Glenearr, Glenfinla,  
Penguin, Fleur de Caste, Devaulon, Olympia,  
Han Kwang, and H. M. gunboat Mosquito.

In Amoy: S. S. Taiwan, Emerald, Fern-  
tetter, Ajax, Viking, Hollywood, and H. M.  
gunboat Hornet. In Swatow: S. S. Tien-  
tsin, Norma, and Hochung. On the 22nd,  
S. S. Han Kwang arrived at Pagoda An-  
chorage. Foochow, from Shanghai with  
O. M. Co's bulk in tow. On the 23rd,  
S. S. Killarney, and on the 24th S. S.  
Douglas left Amoy for Foochow. On the  
24th, passed a steamer bound to Amoy,  
supposed to be the S. S. Pearl. On the  
25th, passed an English gunboat off Cape  
of Good Hope bound into Swatow.

POST OFFICE NOTIFICATIONS.

## MAILS will close:—

For SAIGON.—

For FLINTSHIRE, at 9 a.m., on Sun-  
day, the 27th inst.

For MANILA.—

Per EMERALDA, at 11.30 a.m., on  
Monday, the 28th inst.

For STRAITS SETTLEMENTS.—

Per DEVALON, at 5 p.m., on Mon-  
day, the 28th inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet OCEANIC  
will be despatched on MONDAY,  
the 28th instant, with Mails for  
Japan, San Francisco, and the  
United States, which will be closed  
as follows:—

2 p.m. Registry of Letters ceases.

2.30 p.m. Post-Office closes.

2.30 p.m. Correspondence for Japan or the  
United States only may be  
posted on board the Packet  
with Late Fee of 12 cents  
extra Postage until

2.50 p.m. when the Mail is finally closed.

Correspondence must be specially directed  
for this route, and if not fully prepaid  
will be sent by British Packet.

Hongkong, May 15, 1877. my28

## MAILS BY THE ENGLISH PACKET.

The English Contract Packet GWALIOR  
will be despatched with the Mails  
for Europe, &c., on SATURDAY, the  
2nd June.

The following will be the hours of closing  
the Mails, &c.:—

Friday, 1st June.—

6 p.m. Money Order Office closes.

6 p.m. Post-Office closes except the NIGHT  
Box, which remains open all night.

Saturday, 2nd June.—

7 a.m. Post Office opens for sale  
of Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m. Post Office closes except for Late  
Letters. Registry of Letters ceases.

10.15 a.m. Letters may be posted with  
LATE Fee of 18 cents extra  
Postage till

11 a.m., when the Post Office Closes  
entirely.

11.30 a.m. Letters (but Letters only  
addressed to the United Kingdom  
Via Brindisi or to Singapore, may  
be posted on board the Packet with  
Late Fee of 48 cents extra postage,  
till

11.50 a.m., when the Mail is finally  
closed.

Hongkong, May 26, 1877. je2

## MAILS BY THE FRENCH PACKET.

The French Contract Packet AYA,  
will be despatched from Hongkong  
on SATURDAY, the 9th June,  
with Mails to and through the  
United Kingdom and Europe, via  
Marseilles; to Saigon, Singapore,  
Batavia, Galle, Australia, New Zealand,  
Tasmania, Fiji, Aden, Sey-  
chelles, Reunion, Mauritius, Suez,  
and Alexandria. This is the best  
opportunity for forwarding Corre-  
spondence to E. Africa, the Cape,  
St. Helena, and Amoy.

Letters may also be forwarded to INDIA  
by this Packet.

The following will be the hours of closing  
the Mails, &c.:—

Friday, June 8th.—

5 p.m. Money Order Office closes. Post  
Office closes except the NIGHT Box,  
which remains open all night.

Saturday, June 9th.—

7 a.m. Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m. Registry of Letters ceases.

11 a.m. Post Office closes except for Late  
Letters.

11.10 a.m. Letters (but Letters only  
except those to and through Aus-  
tralia, may be posted on payment  
of a Late Fee of 18 cents extra  
postage, until

11.30 a.m., when the Post Office Closes  
entirely.

Hongkong, May 26, 1877. je9

## CARGO.

Per S. S. Meikang, for Continent, 53  
bales Silk, 3 bales White Silk, 16 cases  
Silk, 20 cases Tea, and 265 boxes Tea, and 734  
Silk, Sundries. For London, 143 bales  
Silk, 33 cases Silk, 971 bags Sugar, 18,390  
boxes Tea, 3 cases Treasure (\$27,000), 2  
cases Treasure (Fla. 28,800), and 274 pigs  
Sundries.

## General Memoranda.

WEDNESDAY, May 30:—  
Noon.—Sale of Hulk Chase, &c., on  
board, off Stone Cutters' Island.

Noon.—Sale of Goodwill of the late firm  
of Broadbent, Anthony & Co.

THURSDAY, May 31:—  
5 p.m.—Meeting of the Victoria Recrea-  
tion Club at the Club House.

FRIDAY, June 1:—  
Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.

SATURDAY, June 2:—  
Noon.—English Mail leaves for Ports  
of Call and Europe.

Goods per Elgin undelivered after this  
date subject to rent.

SATURDAY, June 9:—  
Noon.—French Mail leaves for Ports of  
Call and Europe.

MONDAY, June 11:—  
2 p.m.—Sale of Goodwill, Furniture,  
Fixtures, Liquors, &c., of the "Star  
Tavern."

FRIDAY, June 15:—  
3 p.m.—American Mail leaves for Yoko-  
hama and San Francisco.

## MEMOS. FOR TO-MORROW.

## RELIGIOUS SERVICES.—

ST. JOHN'S CATHEDRAL.—The Right  
Reverend Bishop Burdon; The Rev. E.  
Davies; Acting Colonial Chaplain. At  
11 a.m., Morning Prayer, &c. At 4 p.m.,  
Evening Prayer and Sermon.

Military Service.—At 8 a.m., Morning  
Prayer, &c.

UNION CHURCH.—Minister, Rev. James  
Lamont. Morning Service, at 11 a.m.  
Afternoon, 6 p.m.

ST. PETER'S SEAMEN'S CHURCH.—Rev.  
J. Henderson. Service at 6 p.m., every  
Sunday. All seats free. Morning Prayer  
and Communion on the First Sunday in  
each month at 11 a.m.

ST. STEPHEN'S MISSION CHURCH.—Rev.  
A. B. Hutchinson, and Rev. Lo Sam  
Yuen. (All Services in Chinese.) Morn-  
ing Prayer:—Liturgy, Ante-Communion,  
and Sermon, at 11 a.m. Bible Class, at 3  
p.m. Preaching, at 6.30 p.m. Holy Com-  
munion, 1st Sunday in Chinese month.

BERLIN FOUNDLING HOUSE.—Service in  
the German language, by Pastor E. Klitzke,  
every Sunday, at half-past ten a.m., in  
the Chapel of the Berlin Foundling House,  
West Point.

## MEMOS. FOR MONDAY.

## Shipping.

Noon.—Emerald leaves for Manila.

3 p.m.—Occidental & Oriental S. S. Co.'s  
Steamer leaves for Yokohama and San  
Francisco.

4 p.m.—Benary leaves for Foochow  
(direct.)

## Auction.

2 p.m.—Sale of Household Furniture, at  
Dr. Stout's residence, No. 1, Alexandra  
Terrace.

## THE



100



## Portfolio.

## AN ANSWER.

You ask me, wondering why I sing,  
And why my lips in laughter part;  
The ripples of my mirth all spring  
From the deep sorrow at my heart.  
A smile is easier than a tear  
That serves to keep sad memories green,  
And always through what I hear  
The echoes of what might have been.  
—Temple Bar.

## IN THE CATHEDRAL CLOSE.

In the Dean's porch a nest of clay  
With five small tenants may be seen,  
Five solemn faces, each as wise  
As though its owner were a dean;  
Five downy fledglings in a row,  
Packed close, as in an antique pew,  
The school-girls are, whose foreheads clear  
At the *Venite* shine on you.  
Day after day the swallows sit  
With scarce a stir, with scarce a sound,  
But dreaming and digesting much,  
They grow thus wise and soft and round.  
They watch the Canons come to dine,  
And hear the mullion-bars across,  
Over the fragrant fruit and wine,  
Deep talk about the veredoes.

Her hands with field-flowers drench'd, a child  
Leads past in wind-blown dress and hair,  
The swallows turn their heads askew—  
Five judges deem that she is fair.  
Pensive touches sound within,  
Straightway they recognise the sign,  
And, blandly nodding, they approve  
The minut of Rothenstein.

Ah! downy young ones, soft and warm,  
Doth such a stillness mask from sight  
Such swiftness? Can such peace conceal  
Passion and ecstasy of flight?

Yet somewhere 'mid your Eastern snus,  
Under a white Greek architrave  
At noon, or when the shaft of fire  
Lies large upon the Indian wave,

A sense of something dear gone-by  
Will stir, strange longings thrill the heart  
For a small world embowered and close,  
Of which you some time were a part.  
—Edward Dowden.

## CHINESE MAXIMS.

It is the rich who want most things.  
Towers are measured by their shadow,  
and great men by those who are envious of them.

We must do quickly what there is no  
hurry for, to be able to do slowly what  
demands haste.

He who wishes to secure the good of  
others, has already secured his own.  
The court is like the sea—everything  
depends on the wind.

What a pleasure it is to give! There  
would be no rich people if they were capable  
of feeling this.

The rich find relations in the most remote  
foreign countries; the poor not even in the  
bosom of their families.

Who is the greatest liar?—He who speaks  
most of himself.

When a song gives much fame, virtue  
gives very little.

For him who does everything in its pro-  
per time, one day is worth three.

The way to glory is through the palace;  
fortune through the market; to virtue  
through the desert.

The truths that we least wish to hear are  
those which it is most to our advantage to  
know.—*Rural New Yorker*.

## A FATAL HABIT.

Irresolution is a fatal habit; it is not  
vicious in itself, but it leads to vice, creep-  
ing upon its victims with a fatal facility,  
the penalty of which many a fine heart has  
paid at the scaffold. The idler, the spend-  
thrift, the epicurean, and the drunkard, are  
among its victims. Perhaps in the latter its  
effects appear in the most hideous form. He  
knows that the goblet which he is about to  
drink is poison, yet he swallows it. He  
knows, for the example of thousands has  
pointed it in glaring colors, that it will  
deadly all his faculties, take the strength  
from his limbs and happiness from his heart,  
oppress him with disease and hurry his pro-  
gress to a dishonored grave, yet he drains it.

## MAKING CALLS.

There are certain preliminaries necessary  
to calling, with which all ladies are familiar  
of course, not the least of which is the  
making of an elaborate toilet. Where you  
are intimate, or where the people are very  
informal, or where you have a recognized  
position as an unconventional and rather  
eccentric person, you may venture to stop at  
your friend's house, in your ordinary go-to-  
market dress, or to run in with your hands  
full of parcels, on your way home from a  
shopping expedition. But this has the air  
of making a convenience of your friend, and  
rather takes away from the pleasure of your  
call. A call is like a frosted cake—it is  
prettier for a touch of icing—a little sugared  
ceremony which melts in your mouth, and  
adds sweetness to the plums. Many ladies  
do not feel at all complimented when, on  
descending to receive a guest who has sent  
up her card, and has arrived at an hour  
when the ordinary business of the day is  
supposed to be well over, they find the sofa  
and the table littered with bundles in brown  
paper, which their visitor has laid aside,  
and had some errands to do, and as I passed  
the house, I thought I would call and see  
how you all were," has about it an air of  
killing two birds with one stone, that is not  
agreeable to the second bird.

One of the vexations, however, about  
calling is what may be styled the reverse  
side of this picture. It is rather provoking  
when you are seated in all your glory in  
your friend's drawing-room, to hear her  
lying about over your head with rapid and  
nervous steps, and to know, by the opening  
and shutting of drawers, the closing of doors,  
and the various muffled sounds that come  
through the register or down the stairway,  
that she is preparing to astonish you by her  
grandeur. You are in a mood to count  
moments precious, and a half hour taken out  
of your afternoon is an injury and an in-  
justice, about which you cannot say a word.  
Invariably your hostess apologizes with  
great sauity and sweetness for having  
allowed you to wait.

Another thing, if callers come, as they  
sometimes do, at very inopportune moments,  
why should there be any offence taken or  
implied by a request to be excused? Yet  
somebody must feel, if this message is  
brought them, much as if they had had a  
dash of cold water upon their faces, and

leave with the mental resolution never again  
to go near "that house," or, at least, not in  
a long time. "If a person has taken the  
trouble to come and see you, the least you  
can do is to see her," says a friend whose  
opinion I respect. "In cases of sickness, of course no one is offend-  
ed if possessed of any sense, at a request to  
be excused; and it is a suggestion whether  
any one ever ought to be. The excuse  
however, that sounds soft and reasonable on  
the lady's lip sometimes grows hard, and  
crisp in transit, and by the time the domestic  
repeats it, it hits you like a ball. A little  
pencilled word of regret, or a momentary  
appearance, if you can do no more, would  
save the danger of misunderstanding or  
wounded pride.—*Margaret E. Sangster*.

## THE GREAT WALKING MATCH.

On April 7, the great walking match be-  
tween O'Leary and Weston, which com-  
menced at the Agricultural Hall a few  
minutes past midnight on April 2, was  
brought to a conclusion.

By a light before nine o'clock on Sat-  
urday night, Sir John Astley, Weston's  
backer, feeling that all chance was gone,  
O'Leary leading by nearly 15 miles at the  
time, declared O'Leary to have fairly won.  
Weston, however, continued to walk on at  
intervals, and completed 510 miles before  
retiring, while O'Leary, who wanted but  
one lap to complete his 520 miles, walked  
slowly round the track at ten minutes be-  
fore eleven o'clock, accompanied, with the  
permission of the judges, by two of his  
friends, thus completing this astonishing  
distance, and winning the match by 10  
miles.

The result of the first day's walk was—  
O'Leary 113 miles, and Weston 116. The  
second day, however, owing to O'Leary  
taking less rest than his opponent, resulted  
in O'Leary at midnight having walked 208  
miles, while Weston had only finished  
ed 194. At the end of the third day  
O'Leary had walked 294 miles 722 yards,  
and Weston 274 miles, all but 100 yards.  
At the end of the fourth day O'Leary had  
gone 370 miles, and Weston 353. By five  
minutes past midnight on Saturday morn-  
ing, or at the end of the fifth day, the two  
men had walked—O'Leary 453 miles, and  
Weston 439. O'Leary thus leading by 14  
miles. Weston, who had retired for rest  
shortly before midnight, soon re-appeared,  
and at eight minutes past one o'clock a.m.  
recommended his walk wrapped in a thick  
coat. His pace, however, was but slow, so  
shortly after two o'clock he again retired  
for a second rest of 1 h. 37 min. 24 sec.  
On the other hand, with one or two short  
rests of a few minutes only, O'Leary con-  
tinued walking on after midnight till thirty-  
two minutes past five o'clock in the morn-  
ing, by which time he had walked 474  
miles, when he retired for a good rest of  
3 h. 9 min. 11 sec. Weston, after his  
second rest of over an hour, returned and  
went on without stopping, till by eight  
o'clock a.m. he had nearly finished 457  
miles, O'Leary thus leading at that hour by  
17 miles. As the day advanced the inter-  
est increased; and as hour after hour  
passed by and midnight was approaching,  
Weston, despite his utmost efforts, failed  
to materially decrease his opponent's lead.

By one o'clock in the afternoon the hall  
began to fill, and at that hour O'Leary had  
finished 492 miles to Weston's 477, the  
former's lead being still one of 15 miles. It  
now became apparent to Weston's friends  
that his only chance was the sudden collapse  
or break-down of his opponent. Still  
Weston plodded manfully on till, by forty-  
five minutes past one, he was obliged to  
retire for another rest, having by that time  
finished 477 miles 6 laps. Weston was  
away on his last rest exactly 1 h. 27 min.  
49 sec, retuning to the track at 37 min.  
33 sec. past two o'clock, shortly after which  
the scoring-board announced the fact that  
O'Leary had finished his 500 miles at two  
times of the day being 49 min. 20 sec. past  
two o'clock. Consequently the time occupied  
in walking this distance was 134 hours 43  
min. 20 sec., as O'Leary started at six  
minutes past midnight. As the scoring-  
board was turned slowly round a shout  
went up from the hall that surpassed any  
that has been heard during the present  
match, while many of those inside the  
enclosures ran round with O'Leary, waving  
their hats and handkerchiefs.

By three o'clock O'Leary had finished 501  
miles and Weston 478 all but a couple of  
hundred yards, O'Leary's lead being 23  
miles. At four o'clock O'Leary had finished  
503 miles 34 laps, but for the last hour he  
had been looking very queer, and at five  
minutes before four o'clock he retired,  
seeming very shaky, as he reeled off the  
track into the arms of his attendants. This  
was, perhaps, the most exciting moment in  
the whole match. Everything, of course,  
depended on O'Leary's re-appearance, and  
a dense throng gathered outside the door  
through which he was expected to return.  
Nor had his friends to wait long, as, after  
a short rest of 35 minutes, another ringing  
shout announced O'Leary's return, Weston  
having completed 485 miles, O'Leary's lead  
thus being 18 miles. From this point both  
men went on till nine o'clock, at which  
hour O'Leary had finished 510 miles, and  
Weston's 503 miles. It was evident that  
the match was now over. Had O'Leary  
been pressed he could undoubtedly have  
finished 530 instead of 520 miles, and, as  
has been said, Weston's backer wisely and  
humanely declared the match over. The  
hall, however, was thronged by a dense  
mob, calculated at 25,000 persons. Weston,  
who was still, comparatively speaking,  
fresh, continued on, doing his best to amuse  
those present by his harmless tricks, which  
seem to have excited so much hostility in  
some persons against him. At one time he  
spurred round the hall to a lively tune;  
at another he dragged a heavy iron roller  
round the track, and indeed seemed so fresh  
and strong that it is a great question  
whether he was judicious in allowing him-  
self to long rests he did each day during  
the early part of the match.

At eleven o'clock Weston, having finished  
his 510 miles, suddenly left the track and  
did not re-appear. O'Leary shortly after-  
wards having finished his 520 miles came in  
front of the judge's stand and made a short  
speech, in which he first thanked those pre-  
sent for the perfect fairness and impartiality  
that had been shown, and afterwards said  
that he also thanked Mr Weston (his late  
opponent) for having known his own power.  
It was now past eleven o'clock, but still a  
dense throng stood round the judge's stand  
shouting for Weston, whose customary  
speech they had evidently looked forward to.  
Seeing all was in vain, the next cry  
was Capt. Webb, who at length, finding  
the mob were not to be denied, mounted  
on the table, and after silence was with  
difficulty obtained spoke as follows:—  
Gentlemen, I am much obliged to you

calling for me. I can only say in reference  
to the recent match that I have been here  
every night all night long, and I can guar-  
antee that each man has walked every inch  
of the way; but, as they have both gone to  
bed, I hope you will go home as quickly  
as possible, and as quietly as possible. This had  
the desired effect, and at length the densely-  
crowded hall was emptied.

Weston on Sunday morning was as well  
as ever, and went out for a walk as if  
nothing had happened. O'Leary, however,  
was obliged to keep to the sofa—one foot  
being badly blistered on the heel, where a  
little matter had collected; while the other  
foot had a bad corn, or rather patch of hard  
skin, which was gradually reduced by the  
application of sand-paper. Crossland, who  
is generally considered the best English  
pedestrian, has issued a challenge to walk  
O'Leary six days' match for £1,000 a  
side. Should a date not much later than  
White-tide be fixed, O'Leary will probably  
accept the challenge.

## MARRIAGES AT SEA.

(Shipping and Mercantile Gazette.)

On the 22d of November, 1873, in reply  
to certain questions put by Correspondents  
as to the legality of marriages performed  
on board Merchant ships, we discussed the  
whole subject of such marriages at some  
length, and traced the law relating to it  
from the time of George II. to the present  
day as it stands upon the Statute Book.  
The conclusion at which we arrived was  
that, although there did not appear to be  
any direct legal sanction for the per-  
formance of marriages on board ship by the  
Masters of Merchant vessels, there was no  
statutable prohibition of such marriages,  
which, it is well known, are of frequent  
occurrence, and are regularly recorded in  
official logs, in accordance with the pro-  
visions of the Merchant Shipping Act,  
1854, and are as regularly entered amongst  
the returns of the Registrar-General. The  
subject, as we pointed out at the time, is  
one of great interest and importance.

Many of these marriages take place on  
board emigrant ships. The persons who  
contract them are frequently successful,  
and occasionally amass large properties.  
If there is any doubt of the legality of  
these marriages, and that the issue are  
inevitable of inheriting in the event of  
intestacy, the matter assumes a very  
serious aspect, and, as we have already  
observed, "the public have been most  
inexcusably permitted for a series of years  
to act on the belief that marriages per-  
formed at sea by Masters of Merchant ships  
are legal and binding." Moreover, the  
Master of a Merchant vessel, and more  
particularly of an emigrant ship, is liable  
at any time to be placed in a false position—  
to be asked to perform an act which he  
believes he can perform under the sanction  
of law, but which afterwards may be  
questioned, and the consequences of which,  
should a Court decide against the validity  
of such a marriage, might be most lament-  
able. Since we initiated the discussion on  
this matter, a good deal has been said upon  
it, and as marriages have been occasionally  
performed on board Her Majesty's ships on  
foreign stations, and the competency of the  
Commanders of our ships of war to celebrate  
such marriages has been doubted, the  
whole subject has assumed the importance  
of a public question which claims the  
attention of the Legislature. It has been  
suggested by Dr Travers Twiss, in the  
*Nautical Magazine* for this month, that  
the present opportunity should be taken when  
there is a strong legal element in the  
Upper House to introduce a Bill there,  
in which a provision should be inserted  
authorizing a retrospective operation which  
should remove all doubts as to the validity  
of marriages heretofore solemnised or  
contracted *per verba de presenti* on board  
British vessels on the high seas; and also  
that for the future marriages performed on  
board Her Majesty's ships on the same  
stations should be placed on the same  
footings of undoubted validity as marriages  
within the lines of a British army serving  
abroad. The suggestions are good, and  
we trust they may be adopted. If a Regis-  
trar of births, deaths and marriages, or a  
Consular official may solemnise a marriage  
between British subjects which shall be  
and is valid in law; if a Chaplain or "other  
person acting by authority" may perform  
marriages within the lines of a British army  
abroad; if the Legislature has recognised  
the validity of marriages performed in  
Scotland *per verba de presenti*, coupled with  
repute and cohabitation, it is but a very  
short step further to pronounce con-  
clusively upon the validity of marriages  
performed by Masters of Merchant vessels  
on the high seas. It is a subject on which  
there should be no doubt whatever. The  
law as it stands upon the Statute Book,  
and more particularly the law which makes  
it imperative upon the Master of a Mer-  
chant vessel to record and report all  
marriages which take place on board the  
ship under his command, is not only liable  
to misinterpretation, but is calculated very  
seriously to mislead. It should, therefore,  
be amended, and an amendment to the  
extent suggested by Dr Twiss, is in the  
last degree necessary and desirable. In  
1873 the married couple, after taking the  
opinion of the Admiralty, after taking  
the validity of marriages performed on  
board Her Majesty's ships, on foreign  
stations by the Commanding Officer, pre-  
sented the solemnisation of such mar-  
riages, stating as the reason for the pro-  
hibition that these marriages had been  
pronounced by the Law Officers to be  
invalid. By an Official Notice issued by  
the Board of Trade in February last, and  
which has recently appeared in these  
columns, Masters of Merchant vessels are  
informed that they have no power to per-  
form the marriage ceremony on board their  
ships, and that marriages so performed  
were illegal. Whether the opinions on  
which the Admiralty Circular and this  
Official Notice are founded be right or  
wrong, it is of the utmost consequence that  
the doubt which has been suggested should  
be laid at rest, and this can only be done  
by legislative enactment. It is not neces-  
sary to follow Dr Twiss through the legal  
portion of his argument, interesting though  
it is. He is apparently by no means con-  
vinced of the invalidity of marriages per-  
formed on board Merchant ships on the  
high seas, by the Commanders of those  
vessels; but he very clearly sees the neces-  
sity for Parliamentary sanction. So do  
we. Marriages on board Merchant ships  
[we wrote in 1873] take place to the extent  
of some fifteen to thirty annually. They  
are clearly recognised by the Merchant  
Shipping Act, and are duly registered in  
the office of the Registrar-General, and if  
there should be any doubt of their validity  
it is of the utmost consequence that any  
such doubt should be removed, if necessary,

by special enactment." The manifest cure  
for the existing state of things is legisla-  
tion. It will not do to allow the question  
of the validity of marriages entered into in  
perfect good faith to rest upon the ancient  
Common Law as interpreted by lawyers—  
whether it is or is not identical with the  
general Canon Law of Europe. The doubt  
as to the validity of these marriages should  
long since have been resolved, and we trust  
that the present Session will not be suffered  
to pass without obtaining at least, a  
Parliamentary sanction to marriages which  
have been solemnised in Merchant ships at  
sea, whatever view the Legislature may  
take as to the propriety of legalising these  
marriages for the future.

## CHARTS AND CHRONOMETERS.

(*Mitchell's Maritime Register*.)  
In October, 1875, the Board of Trade, in  
consequence of having its attention drawn  
to cases of shipwreck in which it was al-  
leged that the losses were attributable to the  
inaccuracy or inefficiency of the charts at  
the command of the Masters, issued a  
circular inviting the opinions of those to  
whom it was addressed, as to whether it  
was not the duty of Shipowners to provide  
their vessels with proper instruments of  
Navigation for the voyage. The Board  
mentioned that Masters were held in de-  
fault in consequence of not being supplied  
with copies of the latest corrected editions  
of the charts, and further observed:—"It  
seems, however, doubtful whether Mas-  
ters should be called upon to provide vessels  
with the most recent issues, and whether  
this duty should not attach to the Owner."  
It is said that the Board of Trade are taking  
serious action in this question; but doubts  
have been raised as to whether the execu-  
tive authority of the Merchant Shipping  
Acts possesses the right to interfere between  
Shipowners and their servants, as the  
Statutes do not apply expressly to such  
articles. It may be urged that ships were  
navigated before charts were invented, and  
that a careful Master, by the free use of the  
lead, might keep out of danger. This is  
true to a certain extent, otherwise new  
channels could not be surveyed and mapped.  
It does not necessarily follow that because  
a Master has not a good chart he is to lose  
his ship. An untrustworthy chart, however,  
is, or may be, worse than none at all, for  
it may prove misleading. At a Marine  
Court, lately held abroad, the primary cause  
of the stranding of the ship was alleged to  
be due to the Master having been guided  
in his Navigation by an obsolete Admiralty  
chart, and to his not having been supplied  
with a book of Sailing Directions; and  
"the Court, considering that the Master  
was obliged to furnish himself with chro-  
nometer, barometer, sextant, charts, Sailing  
Directions, and everything necessary for  
the Navigation of his vessel out of his  
private resources, which, under very  
favourable circumstances, might per-  
haps reach 1500, a year, found themselves  
unable in this instance to pass a heavier com-  
mure upon him than that he deservedly reprimand-  
ed." Fifty years ago a chronometer was  
quite a novelty on board Merchant ships,  
and but few Masters could boast that they  
could consult such an instrument. They  
managed, however, to get across the seas  
and into Ports with as much apparent safety  
as they do now, for the greater reliance  
placed on Nautical instruments and charts  
and the precaution taken to resort to  
Sea-skip. It must be considered never-  
theless, that the requirements of modern  
Navigation necessitate the reference to  
enlarged charts, for instead of standing off  
a Port till daylight, or until boarded by a  
Pilot, a Master must now steam or  
sail on, and not sacrifice time by a want of  
confidence in his exact position. The  
public will have speed, and the quickest  
of vessels are the most patronised. Charts  
and Sailing Directions must be furnished  
by the Owner to every Commander of a  
ship, or an allowance made to these Masters  
who are called upon to find their own. The  
frequent condemnation of Masters for  
losing their ships through imperfect charts  
is attracting the observation of Under-  
secretaries, and it is possible that the Courts  
of Law may have to entertain a case in which  
the plea of non-liability, in consequence of  
the wreck of a vessel, will form the ground-  
work of defence. At the recent Court of  
Inquiry, held at Liverpool, respecting the  
loss of the *Albatross*, in suspending the  
Master's certificate for six months for  
neglecting to take proper means for iden-  
tifying the lights on the English and French  
coasts, it was remarked that the ship had  
been navigated by a chart published in  
1860, and that there were no Sailing Direc-  
tions for the Channel on board. The Court  
suggested in their Report to the Board of  
Trade the expediency of Shipowners being  
compelled by Act of Parliament to supply  
their Masters with the latest editions of the  
charts and books they were likely to require  
on the voyage. Several similar recom-  
mendations have been made by Courts of  
Inquiry during the past twenty-five years;  
but no definite result has been arrived at.  
It was the custom formerly for Masters to  
agree for a salary, including all books,  
and Navigation instruments. When that  
form of agreement fell into disuse Masters  
were generally expected to furnish them-  
selves with what they deemed requisite out  
of their wages, whether there was an agree-  
ment to that effect or not. If a Master has  
to pay for everything of this kind out of  
his own earnings, he is likely to dispense  
with articles of a costly description. For  
instance the Wreck Commissioner and the  
Nautical Assessors pronounced the Owner  
of the *Beverley* (a) to blame for sending that  
ship to sea without a chronometer. The  
*Beverley* was bound from Dunkirk to Bilbao,  
and was stranded near the mouth of the  
Adour. They had been, said the Second  
Mate, taking on and off the land, and it  
blew very hard. The last observation they  
took was on the 17th of February, and the  
vessel was lost on the 20th. There was a  
patent-log on board, and that was their only  
guide as to the ship's position from noon  
on the 18th. If no observations could be  
got from the 17th to the 20th, a chro-  
nometer would not have helped them in keep-  
ing out of danger; but unless the Master  
or one of the Officers had a well-regulated  
watch, the difference in time, by compari-  
son, was not discoverable by the ordinary  
and accepted method. The facts given  
above tell their own tale. A chronometer,  
the variations of which are not known, and  
little service; and Sailing Directions that  
tell of lights and beacons that have been  
altered since their publication must be  
nearly worthless. They may help Masters  
to reach Pilotage waters in the majority of  
cases, and then local experience is brought  
to complete the navigation of the ship.  
When all is said it matters not whether a  
coasting chart is or is not perfect. An

inspection of the charts of ships on leaving  
the Ports of the United Kingdom, would  
reveal a state of affairs with respect to those  
maps which would show the importance of  
attending more to them than is now done.  
The point as to who should be liable for  
any loss occurring through a ship being  
wrecked owing to uncorrected charts will  
have to be solved by a Superior Court be-  
fore any definite opinion can be pronoun-  
ced upon it.

## THE USE OF REVOLVERS.

"Victoria Cross" writes to the Editor of  
the *Army and Navy Gazette*:—"Sir, I  
entirely approve of your suggestion, and  
length acted upon of establishing a 'regula-  
tion' revolver, so that officers may not run  
out of ammunition on service, but I desire  
to caution all officers against trusting to a  
revolver which is either 'self-cocking,' or  
requires to be cocked by the thumb. In the  
Crimea I saved my life, on more than one  
occasion, by the joint use of sword and  
revolver, and I would therefore, venture to  
give a few hints on the subject. Most men  
treat their sword as of very little use, do not  
draw it, and carry their revolver in their  
right hand. When I expected a row, or was  
going down to one of the assaults of the  
'Quarries' or Redan (in all of which I was),  
I left my scabbard in camp, wore my revolver  
on the right side, and drew and used it with  
my left hand. Thus I was able to parry  
more than one bayonet thrust from the right  
and to keep my revolver for the left. As  
regards parrying a bayonet, necessity taught  
me a dodge which I believe is new. I  
brought my elbow down on the hip and gave  
a pistol with the left hand requires, of  
course, a little practice but it is one of the  
few things that you can with a little practice  
do as well with the left as with the right.  
But no revolver which is either self-cocking  
or requires to be cocked by the thumb can,  
in my judgment, be depended on to save your  
life in a *melee*. In the first case it always  
throws high and wide, and in the second  
the exertion is too great. The only re-  
volver that I could ever use, or would ever  
think of going into action with, is a revolver  
that in Crimean days used to be called  
'Tranter's Patent.' It had two triggers one  
below the other. With the middle-finger  
you pulled the lower trigger, and this action  
revolved the chambers and cocked the pistol.  
When the lower trigger was so pulled you  
got a good 'saw handle' grip, and then a  
light touch of the fore-finger on the upper  
trigger exploded it. I trust these hints may  
be useful to younger hands."

## CURIOSITIES OF THE TELEGRAPH.

We can imagine the astonishment of a  
butler who received a telegram from his  
master—a certain nobleman—asking him  
to send at once "ten bob." Of course the  
message had been wrongly transmitted,  
"ten bob" having originally been "tin  
box." This story, which happened not  
many years ago, was told me by a gentle-  
man who was in the telegraph service at  
that time, and had to deal with the com-  
plaint which was made about the matter.  
The following also comes from the same  
source:—At one of the gatherings held  
periodically at Braemar, some years ago,  
a certain Earl telegraphed to Edinburgh  
for a "cooked hat" to be sent to him at  
once. In transmitting the message, the  
article mentioned as wanting was converted  
into "cooked ham," which was actually  
forwarded forthwith, greatly to the surprise  
and indignation of the nobleman. Over  
and over again jaded railway officials have  
been caused fruitless searches after a mis-  
sing "black boy" through this want of  
power on the part of the telegraph to  
discriminate between "y" and "x." The  
stories current on this point are numerous,  
but the best I have yet heard is the follow-  
ing:—Some time ago, a station master  
received a telegram from a lady, stating  
that she had left at his station "two black  
boys" in the waiting room, she believed,  
and tied together with red tape; would he  
please forward them at once? The aston-  
ished official caused search to be made;  
but instead of "boys" he found two  
"boxes" in the waiting room, as described,  
which were duly forwarded. From a similar  
cause on the part of the electric fluid, a  
lady received from her son-in-law a telegram  
which astonished her not a little. It stated  
that his wife had presented him with a  
"fine box."—*Chambers's Journal*.

## A ROMANCE OF THE HAREM.

A lady writes from Constantinople to the  
*Cologne Gazette*:—"It is a significant sign  
of the times that people of foreign origin  
are beginning to pay great attention to the  
Harem, the *Harem*, the *Harem*. While  
secret homage is thus paid to the Sun  
rising at no very distant time, they do not  
altogether cease buying themselves with  
the fate of Murad, who has set in gloomy  
mental night. His transfer from Cheraghan  
to Topkapou, that weird palace on the  
summit of the Seraglio, in whose galleries  
fallen nobilities were formerly strangled,  
dispelled for a moment the unfortunate  
man's apathy. He held fast to his seat  
when he was to be taken away to Cheraghan,  
and yielded only to force. His mother now  
anxiously watches over him, and tastes all  
the dishes prepared for him. His captivity  
is shared by a person to whose romantic his-  
tory it would be difficult to find a parallel.  
When Murad was still a Prince it was related  
that he was having a young and handsome  
Christian named, *Blanche* educated quite as  
a European with his physician's children, and  
destined her for his harem. This was thought  
a caprice of the enlightened Oriental. Hard-  
ly, however, had Murad succeeded to the  
Throne than it was learnt that *Blanche* was  
his daughter, a European being probably  
her mother. During a few weeks of splen-  
dour and luxury a father's lavish tenderness  
could devise. Her two splendid rooms in  
Dolmabahce had just been furnished at a  
cost of 80,000 francs when Murad was deposed.  
His family accompanied him first to Cheraghan  
and now to Topkapou, and no member  
of it can feel the sudden change more acutely  
than the young girl whose range of ideas  
and sensibilities must through her education,  
have become much extended."

## Dead Letters.

Bracey, Mrs. R. Y. S. Sunbeam, Point  
de Galle.  
Brown, Mrs. A. K., General Post Office,  
Marcelline.  
Brown, Captain, Ship *Wyle*, Boston,  
U.S.A.  
Carroll, Hugh, Camden, New Jersey,  
U.S.A.

Chandler, T. H., New York City.  
Cooper, Mrs. P. H., George's Island,  
Florida.  
Daniels, John, Seaman, Mare Island  
Barracks, California.  
Demetri, Alexander, Ohio, Turkey.  
Doyle, S., 153, South Street, New York  
City.  
Fielder, Frederick, Knowle Hill, Cob-  
ham, Surrey.  
Garnett, Miss, British Consulate, Con-  
stantinople.  
Grant, Mrs. A., 23, Elham Street,  
Barnesbury, London.  
Grenet, Th. France.  
Havildar, Pachomios, Ceylon.  
Hazel, Mrs. H., Poughkeepsie, New  
York.  
Horwitz, Jacob, care of A. Friedmann,  
Port Said.  
Ivanoff, Mrs. Alexandra Timofeevna, St.  
Petersburg.  
Johnston, Scott, 7, Lincoln Street, Mid-  
dleboro'.  
Jones, Miss L., 475, West Washington  
Street, Chicago.  
King, G., Chief Office, St. Martins le  
Grand, London.  
Leynder, T., 442, Greenwich Street, San  
Francisco.  
Lindberg, P. G., 16, Langton Street,  
San Francisco.  
Loyons, Mrs. M., Post Office, San  
Francisco.  
Mayfield, Miss E., Shanghai.  
O'Donnell, John P., Bridgeport, Conn.,  
U.S.A.  
Powell, Mrs. Carlton, Melbourne, Aus-  
tralia.  
Rodin, J. A., 79 Nassau Street, New  
York.  
Ross, Mrs. B., 626, Kirk Street, San  
Francisco.  
Quelch, G. B., 2, Bellevue Terrace,  
Buckinghamshire.  
Riannson, P., U.S.S. *Osprey*, Navy  
Department, U.S.A.  
Riskey, Mercedes, Virginia City, Nevada,  
U.S.  
See, Lieutenant, K. A., Hongkong.  
Sherazee, Nunegramjee, Nolgud, In-  
dia.  
Taylor & Co., Fochow.  
Winer, Mary, Station D., New York.  
Woo Shun Fong, 302, North 38th  
Street, West Philadelphia.

The above letters have been returned  
from various places at which the addressee  
cannot be found. If not claimed within  
ten days they will be opened and returned  
to the writers.—May 25.

## Miscellaneous.

A FAIR scene appears, by the account  
given of it in the *Stirling Journal*, to have  
occurred on Sunday last week in a church  
near Gartmore, in that county. The  
minister, who is in the habit of warning  
his congregation on special occasions  
against the manifestations of the evil one,  
was delivering a discourse on his favourite  
theme, when suddenly a large window-blind  
and roller behind the pulpit lost its hold,  
falling right over the preacher, and com-  
pletely concealing him for a time from his  
flock. In its descent the roller smashed a  
number of window panes, and the clatter  
of the falling glass added panic to the  
already terrified condition of the enraptured  
preacher. Ignorant of the cause of the  
sudden darkness and horrible noise, he  
thought that he might have exceeded the  
bounds of discretion in his denunciations  
of the devil, who had thereupon arrived hastily  
in person bent on retaliation. A frightful  
shriek of "I am gone!" echoed through  
the church, and the maddened preacher  
with one bound cleared the pulpit, nor ever  
stopped until he reached the extreme corner  
of the edifice. It may be well imagined  
that the suddenness of this alarming incident  
and its dramatic nature exercised a most  
powerful effect on the nerves of all who  
witnessed it. Fortunately there was no  
general panic, or the consequences might  
have been serious; but the story should be  
a lesson to those ministers who touch upon  
the delicate question of the personality of  
the devil to retain their self-possession  
under any circumstances, and not to leave  
the pulpit unless absolutely ejected from it  
by force.

We have often called attention in these  
columns to the strong resemblance which our  
civil service bears to that of the Turks, so  
strong indeed, that if our system were not  
of very recent origin, and had not, in fact,  
grown up under the reporter's eye, historical  
investigators would be disposed to find in it  
signs of Butler's and Morton's Asiatic origin.  
The leading feature of both—appointment  
through caprice or favor, and dismissal  
because some other man wants the place—is  
the same, and in this they differ now from  
the civil service of all Christian powers. It  
is, therefore, somewhat amusing to read in  
the Constantinople correspondence of the  
*London Times* that there is a split in the  
College of Ulema over the change introduced  
by the new constitution, which makes offi-  
holders irremovable during good behavior.  
Some of the ulema are furious over this,  
and denounce it as "impious and Satanic,"  
and contrary to the precepts of the Koran,  
which requires that every Mussulman



## NOTICE

## THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued daily instead of twice weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the *China Mail*. The unusual success which has attended the *Chinese Mail* makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Mr CHUN ATIN,  
Manager.

China Mail Office,  
17th February, 1874.

## POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

## Hongkong Rates of Postage.

(Revised April 1st, 1877.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter, may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

N.R. means No Registration.

## LOCAL AND TOWN POSTAGE.

Letters.	Registration.	Newspapers.	Books & Patterns.	Per 2 oz.
Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,.....	2	8	2	2
Between any other two of the following places (through a British Office) viz.—Hongkong, Macao, Ports of China and Japan, Bangkok, Saigon, and the Philippines, by Private Ship,.....	4	8	2	2
Between the above by Contract Mail,.....	8	8	2	4

## Countries of the Postal Union.

The Union may be taken to comprise Europe, the United States, India (including Ceylon, the Straits, and Aden), Egypt, Labuan, Mauritius, Seychelles, Jamaica, Trinidad, British Guiana, and Bermuda, with all French and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are: the Australasian Group, British North America, South and Central America, and the West Indies (except Jamaica, Trinidad, and British Guiana).

## Postage to Union Countries.

United Kingdom and Union Countries served through London—	Via Brindisi.	By any other route.
Letters,.....	16	12
Registration,.....	8	8
Newspapers,.....	2	2
Books and Patterns,.....	8	4

## Other Union Countries:—

Letters,.....	12	12
Registration,.....	2	2
Newspapers,.....	8	8
Books and Patterns,.....	4	4

## Postage to Non-Union Countries.

W. Africa, Falkland Islands, Lagos, Gold Coast, Liberia, Sierra Leone, Gambia, Cape Verde Islands:—

Letters,.....	20	22
Registration,.....	12	12
Newspapers,.....	6	4
Books and Patterns,.....	10	8

Canada, Vancouver's Island, Prince Edward's Island, New Brunswick, Newfoundland, Nova Scotia, Honolulu (N.R.), and Hawaii (N.R.):—

Letters,.....	20	18
Registration,.....	12	12
Newspapers,.....	6	4
Books and Patterns,.....	10	8

W. Indies, Buenos Ayres, Costa Rica, Colombia (U.S.), Guatemala, Grey Town, Hayti, La Guayra, Mexico, Monte Video, New Granada, Panama, Paraguay, Uruguay, and Venezuela:—

Letters,.....	38	34
Newspapers,.....	8	8
Books and Patterns,.....	10	8
Registration,.....	12	12

to Honduras, & British West Indies,.....

Letters,.....	50	46
Newspapers,.....	8	8
Books and Patterns,.....	12	10
Registration,.....	None.	None.

Brazil:—

Letters,.....	32	28
Registration,.....	8	8
Newspapers,.....	6	6
Books and Patterns,.....	8	8

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly or in great part of political or other news, or of articles relating thereto, or to other current topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unstitched.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

A newspaper posted unpaid, or a packet of newspapers posted either unpaid or insufficiently paid, is treated as an unpaid or insufficiently paid book packet of the same weight.

The postage must be prepaid either by an adhesive stamp, or by the use of a stamped wrapper.

No newspaper can now be sent through the post a second time for the original postage. For each transmission a fresh postage is required.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one inch in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c. be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection; nor any other enclosure not allowed by Rule 3. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise), or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorised to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

The limit of size for a book-packet addressed to any place abroad is 24 inches in length and 12 inches in width or depth. Exceptions.—No packet for Algeria, Azores, Cape de Verde Islands, France, Madeira, or Portugal, or for Egypt, Syria, or Turkey, when sent by French Packet, must be above 18 inches in length, width, or depth.

## PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Patterns and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise.

Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. But samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind,—but such articles only,—may be posted enclosed in boxes, or bags of linen, of other material, fastened in such a manner that they may be readily opened; or, in the case of seeds, &c., for the United States of America, Holland, and its possessions, Belgium, Denmark, Greece, Portugal and its possessions, and Switzerland, bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles. Samples of foreign country except United States, and in the case of France samples of either down, raw, or thread silk, woolen or goat's hair thread, vasilla, saffron, carmine, or isinglass, are considered to fall under this rule if they weigh more than three ounces; and up to this weight raw and spun silk, as well as coloured and twisted silk, may be sent to Germany.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz: Metal boxes, porcelain and China, fruit, vegetables, bunches of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids, various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and secured in so secure a manner as to afford guarded protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples to the following countries, but to these alone: viz., the Azores, Belgium, Cape de Verde Islands, Denmark, Egypt, Germany, Holland, Madeira, Moldavia, Norway, Portugal, Sweden, Switzerland, Turkey, United States, Wallachia, and the British Colonies. Indigo cannot be sent to any place abroad.

A packet of patterns or samples sent to the Azores, Cape de Verde Islands, France, Madeira, Portugal, or by French packet, to Turkey, Syria, or Egypt, must not exceed 18 inches in length, width, or depth; a packet in any other place abroad must not exceed 24 inches in length or 12 inches in width or depth.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

The above arrangement is intended to meet occasional emergencies, and not for the regular posting of extensive correspondence. Should it be found, therefore, that large and unmanageable numbers of letters are habitually thrown upon the Department at the last moment, a heavier late fee will be imposed.

A similar supplementary Mail will be made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee will also be 18 cents.

REVISED TARIFF OF CHARGES ON CORRESPONDENCE FORWARDED BY THE ABOVE PACKET TO CANADA, THE WEST INDIES, SOUTH AMERICA, &c.

Letters, &c., can be posted for Canada, the West Indies, and other places named below, if sufficient American Stamps are added to prepay them from San Francisco to destination. American Stamps are sold at this Office.

The charge for Registry is 8 cents in Hongkong Stamps, and 10 cents in U.S. Stamps to those places only the names of which are printed in Italics. To all the other places named correspondence cannot be Registered through, but only to San Francisco (8 cents).

The following are the charges on Correspondence thus sent:—

Letters, per half ounce.

By English Packet, 18 cents.

By French Packet, 18 cents.

Canada, British Columbia, New Brunswick, Nova Scotia, Prince Edward's Island, Vancouver's Island, Bahamas, Nassau, New Providence,..... 12 8

Aspinwall, Bermuda, Cuba, Fiji, Greenland, Jamaica,..... 12 8

Panama,..... 12 8

Hawaii, Newfoundland,..... 12 8

Guatemala, Mariguaya,..... 12 10

Mexico, Salvador, Tahiti,..... 12 10

Belize, Bogota, Carthagena, Costa Rica, Curacao, Greytown, Guiana, Honduras, Morroquie, New Granada, Nicaragua, Santa Martha, Turkey's Island, Venezuela,..... 12 18

West Indies,..... 12 18

Holliver, Chile, Ecuador, Peru,..... 12 17

Brazil,..... 12 21

Argentine Confederation, Buenos Ayres, Paraguay, Uruguay,..... 12 27

Books and Papers.

Circulars &c., for Canada, per 1 oz.,..... 2 1

Newspapers for all other places (not over 4 oz.) each Paper,..... 2 4

Books, &c., for all other places, per 4 oz.,..... 8 10

Any articles found enclosed in Newspapers or Book Packets (as silk stockings, jewellery, &c.) will be detained and sold.

Arrangements have been made to sell American Stamps at this Office, for the

convenience of those who may wish to post by the Pacific Route to Canada, the West Indies, and other places named below.

For the present no large quantities of these Stamps can be supplied, nor is it undertaken that every denomination can be kept in hand.

## Miscellaneous Notices.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Private in H.M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Marseilles by French Packet, or via Southampton by British Packet, for one penny; or via Brindisi by British Packet for three pence. Hongkong stamps will prepay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

\* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boat-surgeon, or Carpenter.

Communication with Batavia.

The Netherlands India Packets leave Singapore fortnightly, and are fitted to the arrival of the outward P. & O. Mail from Europe.

The French Packets for Batavia wait at Singapore for the Packet from China and run fortnightly.

It follows that, to forward Correspondence to Batavia with the least delay, the following are the best opportunities:—

In the S.W. Monsoon.

The English Mail.

The French Mail.

In the N.W. Monsoon.

A Private Steamer a few days before the English Mail.

The French Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-sending, or mis-delivery of any letter, book, or other postal packet (even if the packet be registered); nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain gold, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged as such, in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article

of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Offices, 5 lbs.; to the Continent, &c., 2 lbs. Patterns—to British Offices, 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

4. The following articles cannot be sent by Post at all: Glass, Liquids, Gunpowder, Matches, Candles, Soap, Indigo, Dye-stuffs, or whatever is dangerous to the Mails, or offensive or injurious to persons dealing with them.

PARTS.—The public is reminded that, in China and Japan, there is no such thing as Parcel Post. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress, Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have been paid the freight by a steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$25 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase on any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Letters containing Stamps should be Registered, and the Stamps should be secured from observation.

During the N.E. Monsoon, the Charterers and Agents of sailing ships for Manila, Saigon, Bangkok and Singapore are requested to give notice to this Office of the departures of such ships.

No correspondence will be forwarded by sailing vessel but such as is specially so directed.

Correspondence for New Zealand may be forwarded via Torres Straits when specially directed for that route, otherwise it will be sent by way of Galle.

## Money Order Regulations.

1.—Money Orders on the United Kingdom are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4.—No order must exceed \$10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.

Up to \$25,..... 18 cents.

" 25 to 50,..... 36 "

" 50 to 100,..... 54 "

" 100 to 250,..... 72 "

" 250 to 500,..... 90 "

" 500 to 1000,..... 108 "

" 1000 to 2500,..... 135



## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
  2. From Gas Works to the Novelty Iron Works.
  3. From Novelty Iron Works to the Harbour Master's Office.
  4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
  6. From Peddar's Wharf to the Naval Yard.
  7. From Naval Yard to the Pier.
  8. From Pier to East Point.

Vessel's Name.	Anchor age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Benary	5 h	Potter	Brit. str.	1120	May 16	Gibb, Livingston & Co.	Abdeen Dock	
Cyphron	5 h	Wood	Brit. str.	1279	May 24	Gibb, Livingston & Co.		
Danube	3 h	Clanchy	Brit. str.	661	May 21	Yuen Fat Hong	Bangkok	
Duna	3 h	Steele	Brit. str.	852	May 23	Gilman & Co.		
Elgin	5 c	Miller	Brit. str.	900	May 25	Jardine, Matheson & Co.	Yokohama	
Flintshire	4 c	Thomas	Brit. str.	1243	May 21	A. McG. Heaton	Saigon	To-day
Fuyow	4 b	Crood	Ohl. str.	920	May 25	C. M. S. N. Co.	Shanghai	To-day
Gladhill	4 c	Ranton	Brit. str.	1240	May 21	Jardine, Matheson & Co.		
Meikong	5 c	Foache	Fch. str.	1910	May 22	Messageries Maritimes	Marseilles, &c.	To-day
Montgomeryshire	4 c	Sturrock	Brit. str.	1146	May 21	H. Kier & Co.	Saigon	at daylight
Namoa	5 h	Punchard	Brit. str.	862	May 19	Douglas Laprak & Co.	Coast Ports	To-day
Ocean	3 h	Jacques	Brit. str.	971	May 18	Jardine, Matheson & Co.	Foohow	K'long Dock
Oceanic	3 h	Parsell	Brit. str.	3707	May 18	O. & S. S. Co.	Yokohama	Mails
Tamals	5 c	Reynier	Fch. str.	1735	May 22	Messageries Maritimes	Yokohama	Mails
Yesso	5 h	Ashton	Brit. str.	659	May 26	Douglas Laprak & Co.	Coast Ports	Repairing
Yotung	2 h	.....	Brit. str.	324	June 9	Kwok Achong		
<b>Sailing Vessels</b>								
Adela	4 c	Beattie	Brit. bge.	354	May 8	Edvard Schellhaas & Co.	New York	
Albert Russell	8 c	Carver	Amer. bge.	762	April 13	Vogel, Hagedorn & Co.	Touron	To-day
Alphington	8 c	Cunningham	Brit. bge.	326	May 10	Wielor & Co.	Foohow	
Anna	4 k	Jessen	Ger. bge.	427	May 17	Wm. Pustau & Co.		
Auguste	4 k	Thomson	Brit. bge.	210	May 17	Meyer & Co.		
Canaan	8 c	Manson	Brit. bge.	840	May 21	Order		
Capilla	1 c	Andersen	Swed. bge.	307	May 25	Order		
Carriels	8 c	Carver	Brit. bge.	916	May 10	Meyer & Co.		
Cares	4 k	Thomson	Ger. bge.	689	May 21	Wm. Pustau & Co.		
Chamron Kamrye	4 k	Specht	Ger. bge.	420	May 6	Wm. Pustau & Co.		
Cheng Soon	2 h	McGill	Slam. bge.	430	May 25	Kin-tye-long		
Chinaman	2 h	Cheng Sang	Slam. soh.	200	April 30	Chinese		
E. von Beaulieu	4 c	McKenzie	Brit. bge.	690	May 21	Douglas Laprak & Co.		
Ellen Rickmers	4 c	Schneider	Ger. bge.	335	May 20	Edvard Schellhaas & Co.		
Fifeshire	8 c	Weydemann	Ger. bge.	307	April 28	Melchers & Co.	New York	
Fleetwing	8 c	Ness	Brit. sh.	760	May 24	Order		
Gaston Auger	8 c	Guest	Amer. sh.	829	May 7	Vogel, Hagedorn & Co.		
Glamis	8 c	Gaillard	Fr. 3m. sc.	301	May 22	Adamson, Bell & Co.	Foohow	
Grylo	7 c	Key	Brit. bge.	1150	May 21	Vogel, Hagedorn & Co.		
Hannah & Mary	8 c	Roberts	Brit. sh.	1068	May 24	Douglas Laprak & Co.		
Hannah Law	8 c	Smith	Brit. bge.	366	May 8	Arnhold, Karberg & Co.	London	
Helena	8 c	Greig	Brit. sh.	1299	April 28	P. & O. S. N. Co.	Melbourne & Sydney	
Heronymus	8 c	Snow	Amer. bge.	603	May 24	Arnhold, Karberg & Co.		
Highlander	4 k	Biehl	Ger. bge.	426	May 24	Wm. Pustau & Co.		
Hongkong	8 c	Hutchinson	Amer. sh.	1352	May 18	Vogel, Hagedorn & Co.	New York	
Hope	8 c	Oom	Ger. 3m. sc.	208	May 20	Arnhold, Karberg & Co.		
Hydra	3 k	Boulton	Brit. bge.	454	May 25	Douglas Laprak & Co.		
Ira	4 c	Dest	Ger. bge.	785	May 25	Douglas Laprak & Co.	Callao	
Irazu	4 k	Pearce	Brit. bge.	327	May 18	Arnhold, Karberg & Co.		
Iris	4 h	Ritter	Ger. bge.	506	May 25	Russell & Co.		
Jacatra	4 k	Dirksen	Dut. bg.	337	May 25	Siemssen & Co.		
Japan	4 k	Walter	Ger. 3m. sc.	270	May 20	Meyer & Co.	London	
Lalla Rookh	8 c	Hender	Brit. bge.	1809	April 24	Order		
Leicester	8 c	Caddy	Brit. sh.	396	April 12	Meyer & Co.	London	
Letoedia	8 c	Mearns	Brit. sh.	330	May 28	Siemssen & Co.		
Livingstone	8 c	Masek	Ger. bge.	45	Aug. 18	Insurance Co.		
Lotterer	8 c	Youngson	Amer. sh.	378	May 19	Order		
Lydia	8 c	Stanton	Brit. bge.	970	May 11	Vogel, Hagedorn & Co.	San Francisco	
Madura	8 c	Gerstenberg	Brit. bge.	447	May 24	Order		
Michelle Selchau	8 c	Sawyer	Brit. sh.	1060	April 26	Vogel, Hagedorn & Co.	New York	
New Era	8 c	Colliver	Brit. bge.	375	May 17	Rozario & Co.	Melbourne & Sydney	
Novely	8 c	Garlock	Brit. sh.	799	April 7	Wm. Pustau & Co.	London	
Nyasa	8 c	Morton	Brit. sh.	210	May 11	Wielor & Co.	Newchwang	
Onward	4 c	Laidman	Brit. bge.	384	May 17	Master		
Presto	4 c	Vincent	Brit. bge.	252	May 24	Chinese		
Rhode	8 c	Schultz	Ger. bge.	898	May 21	Wm. Pustau & Co.		
Rosa Botcher	8 c	Hansen	Am. 3m. sc.	406	Feb. 28	Arnhold, Karberg & Co.		
Rosina	3 k	Dik	Dut. bge.	760	May 25	Melchers & Co.		
Rottendam	4 c	Madaraaga	Span. bg.	220	May 23	Remedios & Co.		
San Lorenzo	8 c	Millar	Brit. bge.	1159	May 18	Vogel, Hagedorn & Co.		
Stracathro	8 c	Griffin	Amer. bge.	660	May 7	Meyer & Co.	New York	
Tewksbury L. Sweet	3 c	Hall	Amer. sh.	1816	April 12	Vogel, Hagedorn & Co.	Haiphong	Jardine's Slip
Thomas Lord	8 c	Mason	Brit. 3m. sc.	175	April 20	Wielor & Co.		
Tulochgornum	4 k	Whiting	Brit. bg.	265	May 21	Chinese		
Victory	4 c	Carmus	Span. bg.	261	April 28	Brandao & Co.	Manila	Cleared
Villa de Rivadavia	4 c	Endicott	Amer. bge.	487	April 19	Russell & Co.	San Francisco	Cleared
W. H. Deitz	8 c	.....	.....	.....	.....	.....	.....	
<b>WEAMPOA</b>								
Christian	Stehr	Ger. 3m. sc.	282	May 8	Edvard Schellhaas & Co.	Tientsin		
Emma	Gran	Ger. bge.	340	May 21	Wm. Pustau & Co.	Cape St. James		
Vesta	Dicks	Ger. bge.	302	May 8	Melchers & Co.	Tientsin		
<b>CANTON</b>								
Bombay	Smith	Brit. str.	749	May 9	P. & O. S. N. Co.			
China	Ackermann	Ger. str.	648	May 28	Siemssen & Co.	Shanghai		

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ashuelot	5 c	American	corvette	1037	6	700	May 18	Geo. H. Perkins
Charabilla	6 c	British	corvette	1606	17	400	April 5	T. E. Smith
Curlow	6 h	British	gun vessel	774	3	160	May 4	E. J. Church
Hart	6 h	British	gun vessel	465	4	120	May 6	H. N. Hood
Juno	Ab. d.	British	corvette	1462	8	400	May 15	A. H. Boldero
Magpie	6 h	British	gun vessel	774	3	160	May 2	Charles Vernon Anson
Mecanee	6 k	British	military hospital	2351	.....	.....	.....	.....
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Patino	K. D.	Spanish	transport	1200	.....	.....	Feb. 23	Rapallo
Tojo	6 c	Portug.	gun vessel	444	2	100	Jan. 8	F. Amaral
Victor Emanuel	6 c	British	Commodore's flag-ship	3087	2	.....	.....	Commodore Watson

## HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Fame	117	Stopani	H. & W'poa Dock Co.
Fai Wan	.....	.....	Capt. Sands.
Ichang	700	Martin	Butterfield and Swire
Kin Shan	467	Cary	H. C. & M. S.-boat Co.
Kiu Kiang	617	Benning, T.	H. C. & M. S.-boat Co.
Lutin	69	.....	Kwok Achong
Powan	1890	Leifvire	H. C. & M. S.-boat Co.
Siada	37	.....	P. & O. S. N. Co.
Blr J. Jeejeebhoy	101	Hawkins	Kwok Achong
Spark	140	Hoyland	H. C. & M. S.-boat Co.
White Cloud	280	Benning, A.	H. C. & M. S.-boat Co.
Yoteal	180	Browne	Kwok Achong

## CHINESE GUN-VESSELS IN CANTON WATERS, &amp;c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	491	7	.....	J. Goddell
Chen-jui	28	1	.....	E. F. Collins
Ching-po	160	.....	.....	Wan Lum Wan
Ching-sing	.....	.....	.....	E. Choy
Chun-hai	280	6	.....	.....
Peng-chou-hai	600	5	400	A. Fry
Quong-on	180	3	80	Li Ping Tye
Shen-chi	150	5	.....	H. Wade
Sui-tang	.....	.....	.....	Stewart
Tohing-tang	150	6	80	Bessard
Tien-po	150	6	.....	C. De Longueville
Wing-po	600	8	150	Lam Man Wo

## FOOCHOW SHIPPING IN PORT.

Name.	Destination.
Meets Castle	for London
Glensart	for London
Lady Bowen	for Shanghai
Namoa	for Hongkong
Olympia	for Hongkong
Wm. Manson	British barque

## SHIPPING IN SHANGHAI HARBOUR.

Name.	Destination.
Aias	British
Apple	British
ATA	French

## MERCHANT STEAMERS.

Name.	Destination.
*China	German
Chio-ss	Chinese
Fu-yat-sha	Chinese
Glandulst	British
Gwallor	British
H. O. Orsted	Danish
Hakwang	Chinese
Hochting	Chinese
Honan	Chinese
Howsang	Chinese
Kiang-kwai	Chinese
Kiang-was	Chinese
*Mookong	French
Nanking	American

## MERCHANT STEAMERS.

Name.	Destination.
Peking	British
Tai-yet-fung	Chinese
Tai-yet-fung	American
Cape Hota	German barque
Catty Bark	British ship
Cynsture	British barque
Kants Bank	British ship
Union	British barque
Hestral	H. M. gunboat
Monacoaty	U. S. corvette
Folet	U. S. gunboat
Sofel	Russian gunboat

## HONGKONG MARKET PRICES.

Corrected to Saturday, May 26, 1877.

At 1110 Cash per Dollar Mexican.

Prices Highest Lowest Cash Cash

## Butcher Meat.

Bacon, English, lb. 450 400

" Ame. Sugar cured, 300 250

" Foohow, 160 140

Beef, shoin and prime cut, cy. 180 150

Beef Corned, catty 150 140

" Roast, 150 140

" Soup, 100 90

" Steak, 160 150

Bullocks' Brains, per set 60 50

" Tongue, fresh, each 275 250

" Head, 320 300

" Heart, 600 500

" Hump, Salt, 150 140

" Feet, 110 100

" Kidneys, 50 40

" Tail, 100 90

" Liver, 80 60

" Tripe (undressed), catty 50 40

Calves' Head and Feet, set 600 400

Hams, American, lb. 300 280

" Chinese, 180 170

" English, 360 340

Mutton Chop, 190 180

" Leg, 190 180

" Shoulder, 140 130

" Liver, 180 120

Pigs' Chitlings, catty 60 50

" Feet, 100 90

" Fry, 110 100

" Head, 90 80

" Heart, 60 50

" Kidneys, 80 70

" Liver, 100 80

Pork, Chop, catty 150 140

" Corned, 130 120

" Leg, 180 140

" Fat or Land, 110 100

Sheeps' Head and Feet, set 840 820

" Heart, 50 40

" Kidneys, 80 70

Sucking Pig, 1750 1000

Veal, catty 140 120

## Poultry.

Capons, catty 250 220

Ducks, catty 120 110

Eggs, Hen, doz. 100

" Duck, 100

" Salt, 120

Fowls, catty 180 160

Geese, 120 110

Partridges, each 350 300

Pheasants, Canton, live, pair \$1.50

Pigeons, each 150 140